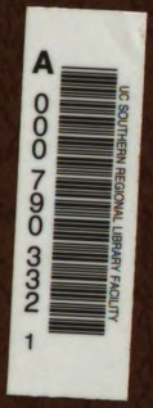
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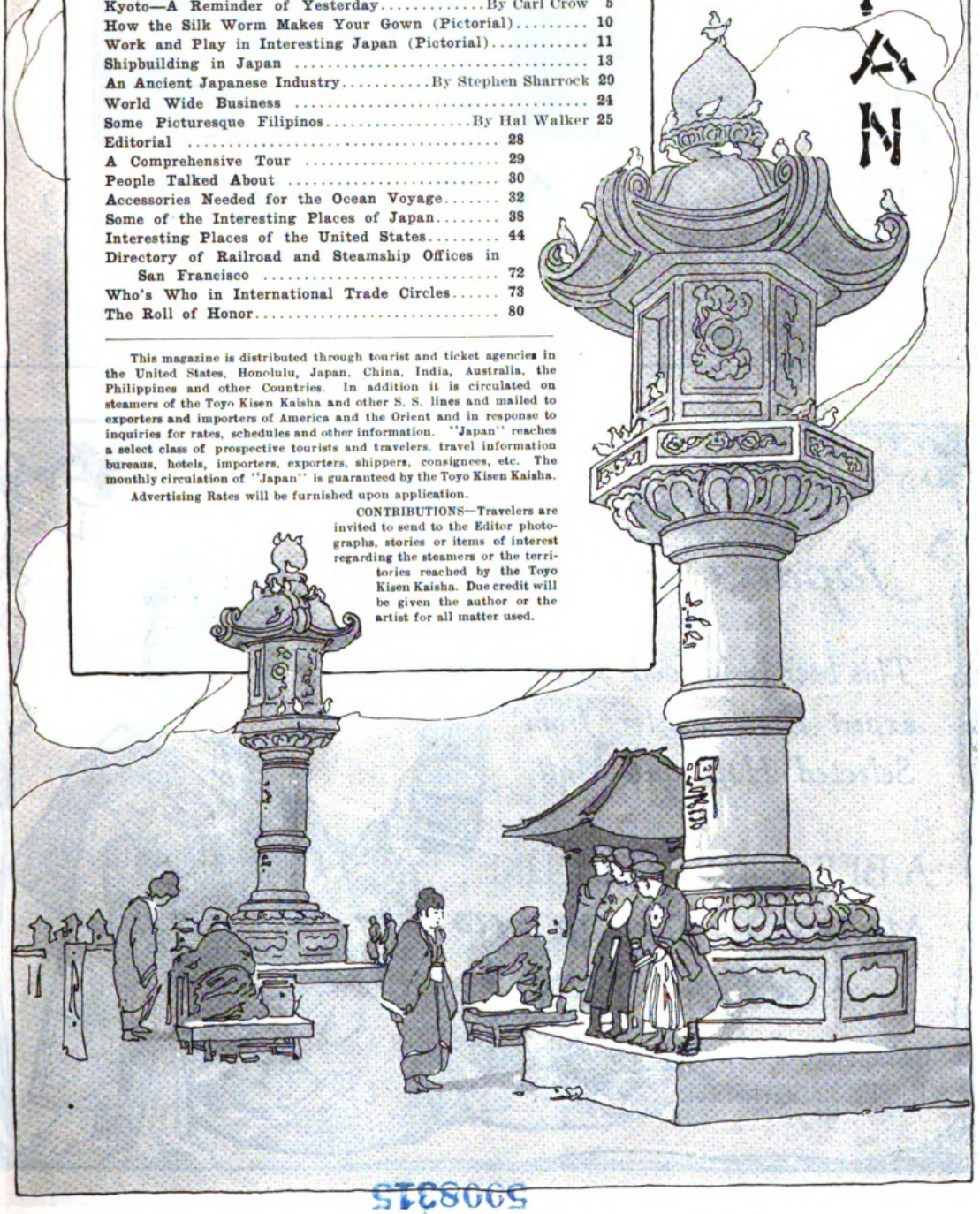
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JAPAN

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K. MIKIMOTO

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JAPAN



One of the great floats seen in the famous Gion Matsuri Festival held in Kyoto each July. Hundreds of men pull the float through the streets.

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KYOTO—A REMINDER OF YESTERDAY

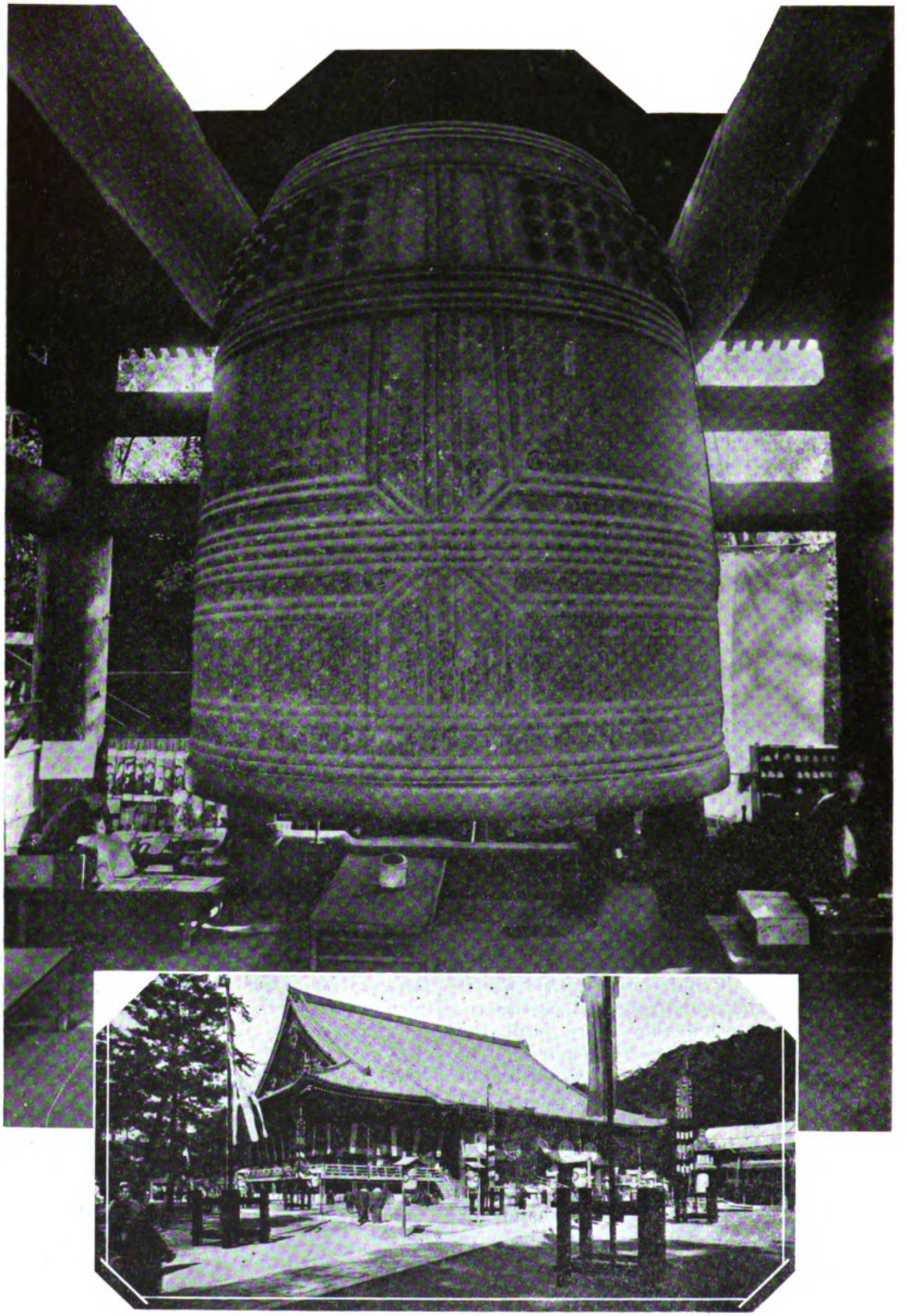
Fascinating ancient capital of Japan where present prosperity and progress have not lessened the love of its people for the glorious past. A center of Japanese art and culture.

By Carl Crow

THE thing that makes a visit to Japan so full of baffling charm is the ever-present reminder of a yesterday more strange and fascinating than today—a yesterday when there were no smokestacks or railways, when Japan was untouched by any foreign influence. Survivals of that wonderfully colorful period are to be seen on every hand. The moats and embankments which protect imperial and provincial castles recall the days when they were built for defense against warriors who came clad in metal armor, wearing heavily lacquered hats so shaped as to turn the course of arrows. The beautiful prints come from a time when newspapers were undreamed of, but wonderfully colored pictures depicting events of current interest could be bought for a few sen and were in the hands of everyone. In the curio shops there are heaps of richly decorated swords which excite our admiration, but we cannot help wishing to see the samurai wearers of the swords instead. Occasionally one is fortunate enough to see the glittering pageant of a parade which preserves the rich garments of bygone centuries, and while we are grateful for the sight of it, we cannot help wishing that we could have seen one of the great feudal lords arriving at the residence of the Shogun, with his long columns of retainers and his showy paraphernalia of silk and lacquer. While we admire the new in Japan and wonder at the great ship yards and factories, it is the aged piece of brocade with its reminder of the pomp of the past that sticks longest in the memory; the quaint wayside shrine which oftenest makes one wish to visit again the Land of the Gods.

How many travelers have wished that they might have lived a century earlier, so that they might have had an opportunity to see Japan before the street cars were imported, the railways built and the police in European costume replaced the sword-carrying samurai! How many have envied the experience of the lonely Englishman, Will Adams, who arrived in Japan in the last days of the seventeenth century, when added color was given to the country by the swarms of Jesuits who were rapidly

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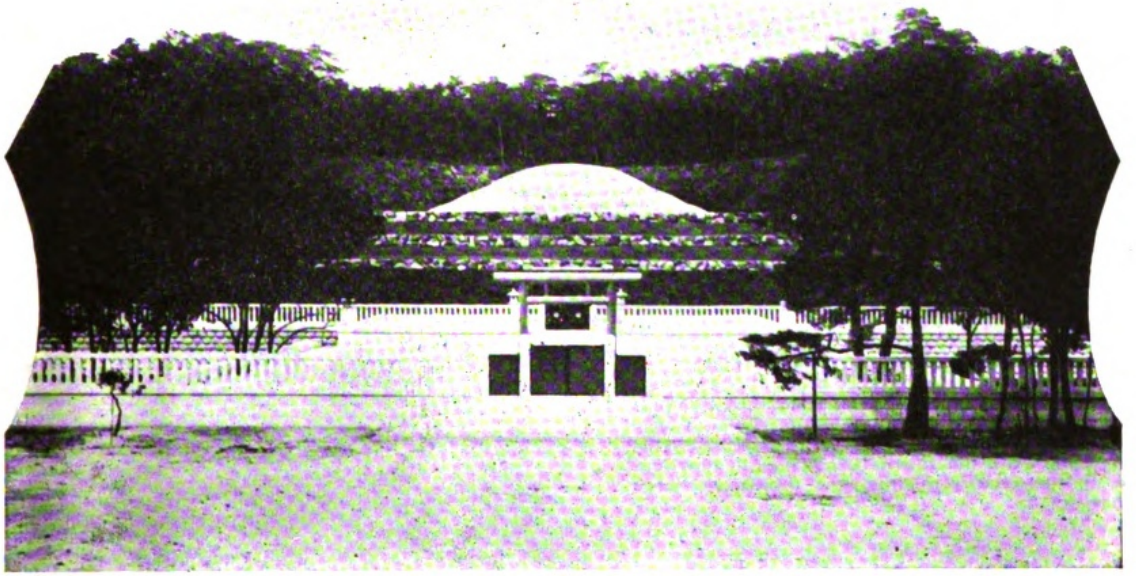


Great Bell in the Chion-in Temple, Kyoto, one of the largest in the world.
Entrance to Chion-in Temple, the principal seat of a branch of the powerful Jodo sect of Buddhists.

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converting the Japanese to Catholicism? Who that knows Japan would not be willing to undergo some of the dangers and hardships to enjoy the experience of America's first Minister to Japan, Townsend Harris, who was the first foreign resident of Tokyo and lived there for months before he was joined by others of his race?

No corner of Japan is now untouched by the wave of progress, for in the lowliest shop in the farthest corner of the Empire the presence of cigarettes and condensed milk proclaims the all-pervading presence of modernity. The spirit of progress is so strong that often one finds the residents of a country town more proud of the ugly new street roller than of the gem of a temple which has been the town's glory for centuries. But if you would get the most satisfying look at the yesterday of Japan, go to Kyoto, where prosperity and progress have not lessened the love of the people for a past which knew little of foreigners or of foreign lands. This does not mean that Kyoto is unprogressive. Indeed the first tramway system in Japan was built there and one must travel far to see a railway station more imposing and modern than that which is at Kyoto. But the city was the residence of a line of seventy-seven emperors,—was the imperial city for a thousand years and is still, as it has been for centuries, the ecclesiastical capital and artistic center of the country. When Tokyo was a swampy fishing village, Kobe and Yokohama mere geographical points and Osaka nothing more than a provincial town, Kyoto was a metropolis of a half million souls, famous for its beauty and magnificence, not only in Japan but in Europe as well. It is not strange that a city whose fame is built on a past so glorious should hold fast to old traditions and old customs and look with some disdain on cities of newer fame and a quite modern prosperity.



In a natural amphitheatre surrounded by pine woods is the impressive tomb of Emperor Meiji.

Kyoto was laid out by the great Emperor Kwammu in 793 and as China was then the model for all things Japanese, Kyoto reproduced with mathematical exactness the plans of Sianfu, the capital of the powerful Tang dynasty, which ruled China. Like Sianfu, the city was a rectangle three miles wide and three and a half miles long; it was laid out with nine principal streets running north and south and nine running east and west. This divided the city into nine sections, each containing nine blocks. One of the nine sections was given over to the imperial residence and each of the other

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JAPAN

Every Day Scenes in Picturesque Kyoto



The quaint music of the samisen adds to the pleasure of the feast.



The spare rin in the sleeve pockets of Japanese tots soon change hands when they meet the traveling candy shop. Lucky children! They can buy an all-day sucker for one-twentieth of a cent!



In Kyoto they don't half sole shoes. They whole sole them. Two very tough pieces of wood form the walking surface of the shoe. When they get worn the shoemaker drives in new ones as in the picture. Time, one minute. Charge, three cents.





Some day someone will learn that "Yankee Doodle" and "Star Spangled Banner" can be played on Japanese musical instruments and then we may have a vaudeville musical novelty that will be a real novelty. The "Koto" shown in the above picture is the grand piano of Japan. One has to hear it in order to appreciate the beauty of its tones. The young lady in the picture might be induced to leave Kyoto on a vaudeville tour of America.

But before she signed the contract she would visit the gentleman on the left, who is a fortune teller. His specialty is predicting whether or not the next son will be a girl. But if you like he will foretell the rice crop and give valuable hints as to the stock market. In one way he is much luckier than his brethren in other lands. He can always say to the anxious maiden, "You will marry a man with black hair."

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eight was assigned to members of a certain social rank, nobles of the first rank living in one, tradesmen in another, etc. The section in which the present railway station stands was given over to the scum of Kyoto society. The streets which divided the nine sections were 170 feet wide, a provision which was found quite fortunate when the street cars were installed a thousand years later.

As the residence of the Emperor and of the most important nobles, Kyoto attracted to it, the church, the leading artists and artisans and the country's men of letters. The finest brocades, as well as the best paintings, were produced here and none excelled the carvings and lacquer of this city. In many of these lines, Kyoto has never lost the supremacy it gained a thousand years ago. Other cities have become industrialized, as Tokyo and Osaka, where the many smokestacks reveal the presence of great factories, which have taken the place of thousands of small shops of artisans. Osaka, boastfully modern, turns out its products by the thousand, through the use of machinery. Kyoto is still the home of the artisan who turns out beautiful objects by hand, one by one. More than two hundred years ago one of the earlier travelers to Japan wrote of Kyoto a description which is almost as correct today as it was at that time. He said: "There is scarce a house in this large capital where there is not something made or sold. The best and scarcest dyes, the most artful carvings, all sorts of musical instruments, pictures, japanned cabinets, all sorts of things wrought in gold and other metals, particularly in steel (as the best tempered blades and other arms) are made here in the utmost perfection, as are also the richest dresses. There are but few houses in all the chief streets where there is not something to be sold."

A peculiar gift of nature assures the supremacy of Kyoto in some of these lines for all time to come. The water of the Kamo River which flows through the city has the remarkable quality of bleaching fabrics and of setting dyes. Every visitor to Kyoto will remember seeing the long pieces of freshly dyed cloth soaking in the stream. Some of the finest brocades and embroideries sold in Japan are made in Kyoto as well as the best damascene, gold lacquer and satsuma ware. In all parts of the city are small pottery shops conducted by one family. Usually the head of the house, assisted by his sons, manufactures



Kyoto led all Japan in the building of street cars and the motor and bicycle is used by thousands, but carts are still pulled by men as they were centuries ago.

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JAPAN

How the Busy Little Worm Helps to Make Your Silk Gown



The little girl is feeding mulberry leaves to the silk worms on the trays. The silk worm is the hungriest creature in the world. He will eat a mulberry leaf many times his size and still want more. The only reason he doesn't eat more than five or six times a day is that he isn't fed any oftener. But they are very particular and are given only leaves that are fresh and clean.





When the worms get fully grown and prepare to spin cocoons around themselves, they are placed in straw to which they can attach the cocoons. After the spinning is finished the cocoons are carefully detached from the straw as shown in the picture above. Some of these are allowed to remain to produce the next crop of worms.

After the cocoons have been completed, they are carefully graded. One of the reasons why Japanese silk meets with such a favorable demand all over the world is that the growers are careful to throw out diseased and defective cocoons.

On the right the cocoons are being unwound and the fine silken thread reeled into skeins for the market. Japan exports more than a hundred million dollars worth of silk annually, the United States being the principal customer. A great deal of this silk is exported in the raw state, but of recent years Japanese mills have been producing excellent fabrics for the export trade.



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Work and Play in Interesting Japan



When the rice harvest is on, the entire family moves to the fields, the older ones to work and the babies to play. Every bit of the rice is used. A part of the straw is made into bags to hold grain and the rest of it is carefully dried and woven into braid which eventually becomes a straw hat.



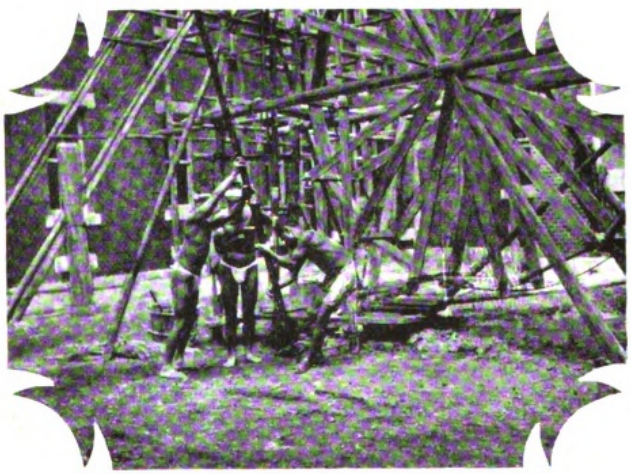


A group of fishermen securing a good catch. Fishing is one of Japan's most important industries, employing about three million people. It has been stated that the yearly catch is valued at $75,000,000. The value is probably much greater than this, as fish forms an important part in the diet of every resident of the Empire. A few steam trawlers are in use, but by far the greater part of the fish are caught by the use of small vessels.

Modern well drilling machinery is used in the development of Japan's growing oil field, but in some places the oil is so near the surface that primitive methods, such as shown in the picture below, can be used to advantage.



The Japanese cooper uses but few tools. A simple mallet, a chisel and a saw comprise his outfit. With this modest kit he turns out casks which are not only useful but highly ornamental as well.



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the pottery in the rear while the women of the family attend to the sales in the small show room in the front. Many of these shops have been conducted on the same spot by the same family for many generations. Here, the artist finds the greatest opportunities for expression of his own individuality and some rarely beautiful pieces are produced. Though Yokohama, and Kobe, being seaport towns, have greater number of shops catering to the foreigner, Kyoto is the curio center of the country to which many of the Kobe and Yokohama dealers go to replenish their stocks.

At the Restoration the Imperial capital was removed from Kyoto to Tokyo and Kyoto lost the political importance it had held for many centuries. But it is still the religious center of the country, the principal stronghold of Buddhism and Shintoism. Kyoto is to millions of Japanese what Rome is to Catholics, Jerusalem to Jews and Mecca to Mahomedans. Here are to be found the finest Buddhist temples in Japan, if not in all the world. The city contains no less than 3500 Buddhist temples and 2500 Shinto shrines, ranging in importance from wayside shrines visited by a priest but once a year, to great establishments like the Nishi Hongwanji which houses hundreds of priests and contains some of the greatest art treasures of the country. The temple was recently rebuilt and the circumstances of its reconstruction reveal the esteem in which the Kyoto temples are held by the people of Japan. The great timbers were hoisted into place by ropes made of human hair and one of the sights exhibited to visitors is a rope 300 feet long made of hair contributed by the women of a single province. The temple itself is one of the most perfect examples of Buddhist art in Japan. At other temples may be seen the two great bells of Kyoto, each several centuries old. One of them is 14 feet high and weighs 63 tons; the other is almost 11 feet high and weighs 75 tons. Their deep tones can be heard all over the city.

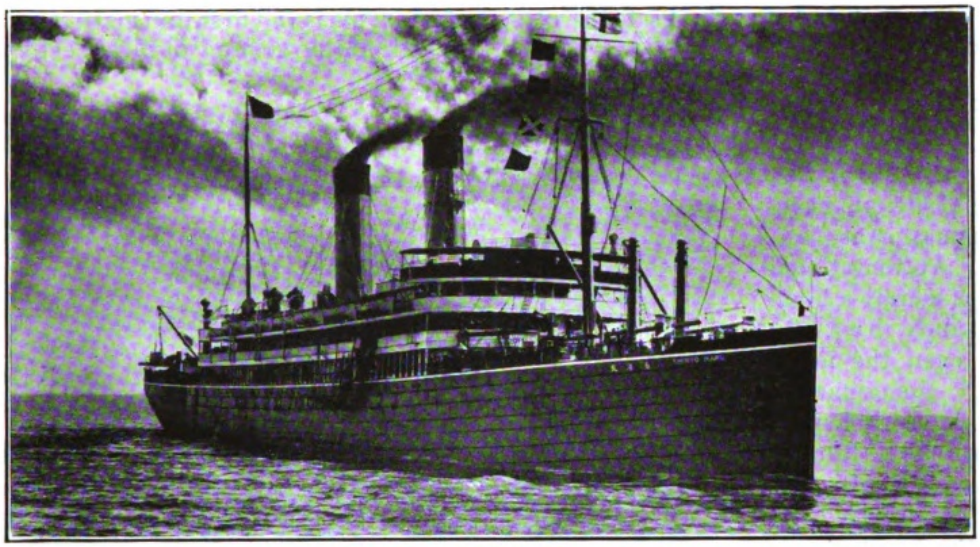
Much of the past in Kyoto is preserved in the great festivals which are held almost every month in the year when costumes and customs of the past are given their brief day of revival. One of the most celebrated of these is the Gion Festival which is held in July. Huge floats are drawn through the streets by men dressed in costumes of bygone centuries. A festival more familiar to the tourist is the Miyako Odori, or cherry blossom festival of April, when richly clad dancers are to be seen each night of the month in the famous cherry blossom dance. In March there is the festival of dolls and the shop windows are wonderful with their displays of the dolls for which Kyoto is famous. That is a wonderful festival for the little girls.

Kyoto people hold themselves quite superior to others of their race. They look on the residents of Osaka as vulgarians, who think of nothing but money and criticise the taste which allows them to adorn themselves with finger rings and other foreign jewelry. They think Tokyo people are blatant and self-assertive and in common with others of their fellow countrymen, too much given to traveling about and to change of residence. The Koyto dweller may travel a little but he never thinks of changing his residence. He is as proud of his city as the Parisian is of Paris and is quite content to live and die in the amphitheater of hills which enclose it.



Women praying to Buddha in the Kiyomizu Temple, Kyoto.

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S. S. Shinyo Maru, an example of Japanese shipbuilding.

SHIPBUILDING IN JAPAN

Progress of the industry shown in new plant of Asano Shipbuilding Co.—Machinery and equipment of the very latest design, capable of handling work of every description.—New yard an immense addition to Japan's industrial resources.

IN these days of worldwide unrest and industrial upheaval, when every man is called upon to serve in some capacity or other, many phases of character are seen. Some men go into military or naval service, others are called upon to devote their special abilities to work for their governments, while others, without any assistance from the outside and sometimes, in the face of great obstacles, go on in their own way developing vast industries, producing goods that are needed, and giving employment to tens of thousands, thus becoming potential factors for the benefit of humanity.

Such is the example set by Soichiro Asano, head of the Asano Shipbuilding Company of Japan. Mr. Asano is one of Japan's most prominent "captains of industry." In fact, so conspicuous is he, in industrial circles, that, to carry the military simile further (and military phrases seem popular now) he might well be called the "Chief of Staff" of Japanese shipping industry.

In the brief space of twenty years, Mr. Asano has built up the fleet of the Toyo Kisen Kaisha (Oriental Steamship Company) from a single vessel to six giant passenger liners and as many more great cargo carriers. He introduced competition into the trans-Pacific service and brought it up to its present state of excellence. He also inaugurated the direct steamer service between Japan and the West Coast of South America, thus developing a rich commercial field for Japanese enterprise.

To Build as Well as to Operate Ships.

Yet, with all these tremendous responsibilities on his hands, Mr. Asano had a great and a patriotic ambition in that busy brain of his. He was not content merely to operate the great fleet of splendid ships sailing under his own house flag and that of the Rising Sun. He wanted more than that. He wanted not only to operate, but also to build, these great vessels in his own yard. His keen mind saw that, in the future, the country that was able to build, as well as to operate ships, was the country that would be prosperous. He realized that each new shipyard erected was of untold advantage industrially to Japan, and he decided that he would organize his own shipbuilding company to construct the vessels for his services.

It was several years, however, before opportunity came for carrying out these plans. There was a suitable location for the plant to be secured, plans to be drawn

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and a thousand and one things to be considered.

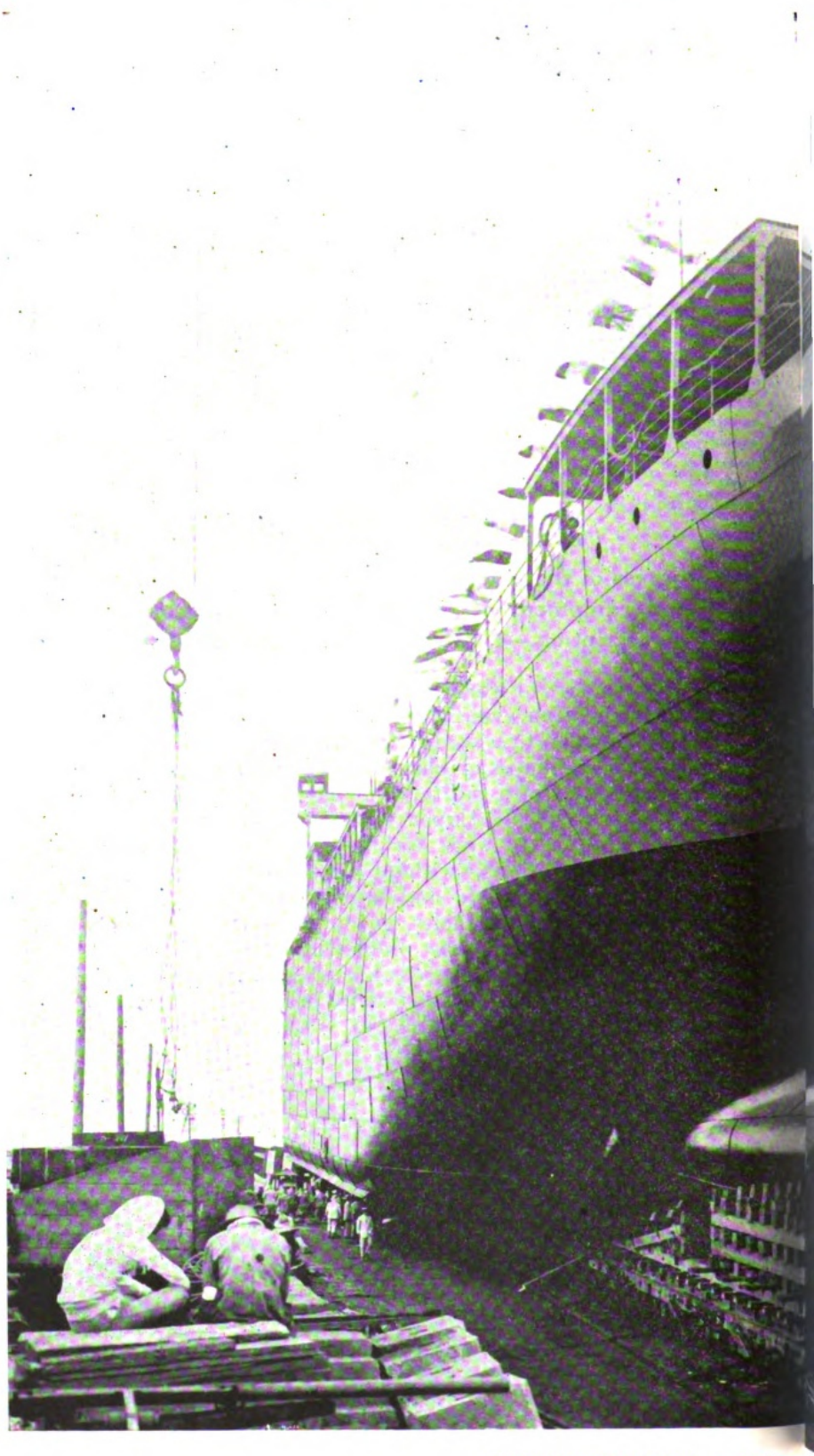
Work Started July, 1916.

In July, 1916, the site at Tsurimi, near Yokohama, was selected. At that time, this was merely a fine, wide sandy beach, which even the most vivid imagination would have difficulty in turning it into a shipyard. Engineers, however, declared it to be the finest in all Japan, and the wisdom of the selection has been fully proved. As soon as the choice was made, development work was started. Giant sand pumps and dredgers were installed and the task of filling in the entire area to a height of six feet above the original beach was begun.

By the end of 1916, nearly all the shop buildings were completed, and the greater part of the heavy machines that work on plates and bars were set in their positions. On the 11th of February, 1917, the keel of the first ship was laid with impressive ceremonies, and the first hull was completed and launched in July, 1917.

Capacity of the Yard.

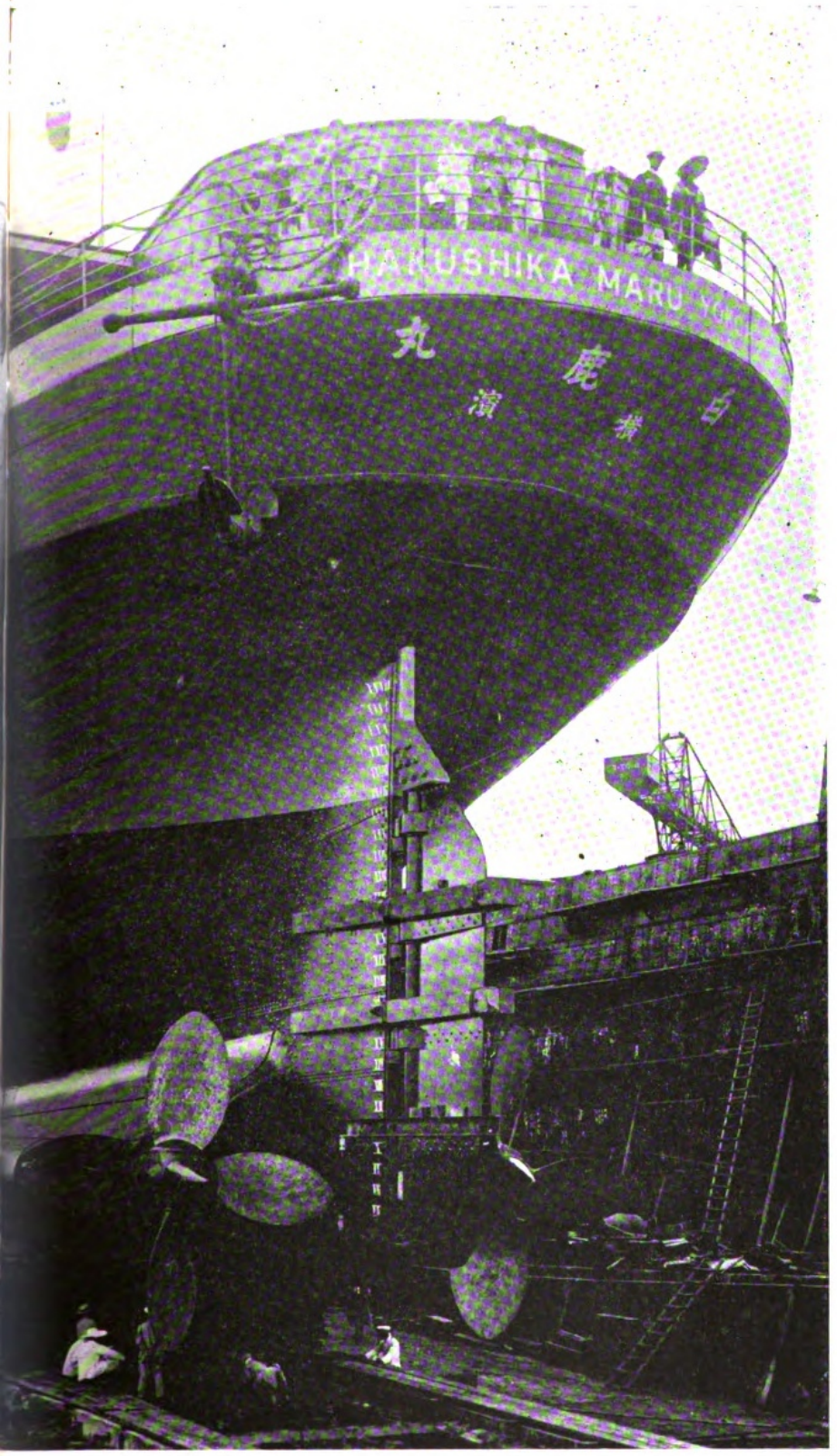
The shop buildings, fitting out basin, building berths, etc., which are now completed, cover an area of approximately two hundred and fifty acres. This is the first unit to be completed, but adjoining ground of practically equal



The Hakushika Maru, a modern

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area has been secured, and the plans contemplate the erection of other units to cover the same as rapidly as possible. These will include the new steel plant, boiler and engine works, etc. The shops and buildings now in use cover an area of approximately 30,000 square yards, while the fitting-out basin into which the ships are launched and in which they rest while being equipped is about the same size as the harbor at Honolulu. There are six reinforced concrete building berths, 600 feet long, now completed and in use. The plans call for an additional set of four reinforced concrete building berths 800 feet long and two more of 500 feet in length. These will give an estimated output, under normal conditions, of two vessels of 11,000 tons dead weight, per building berth each year. This means twenty boats of 11,000 tons dead weight capacity, or 8300 gross tonnage, making a total capacity for the ten berths of nearly 170,000 gross tons per year.



cargo carrier, ready for launching.

Modern Equipment in Every Department.

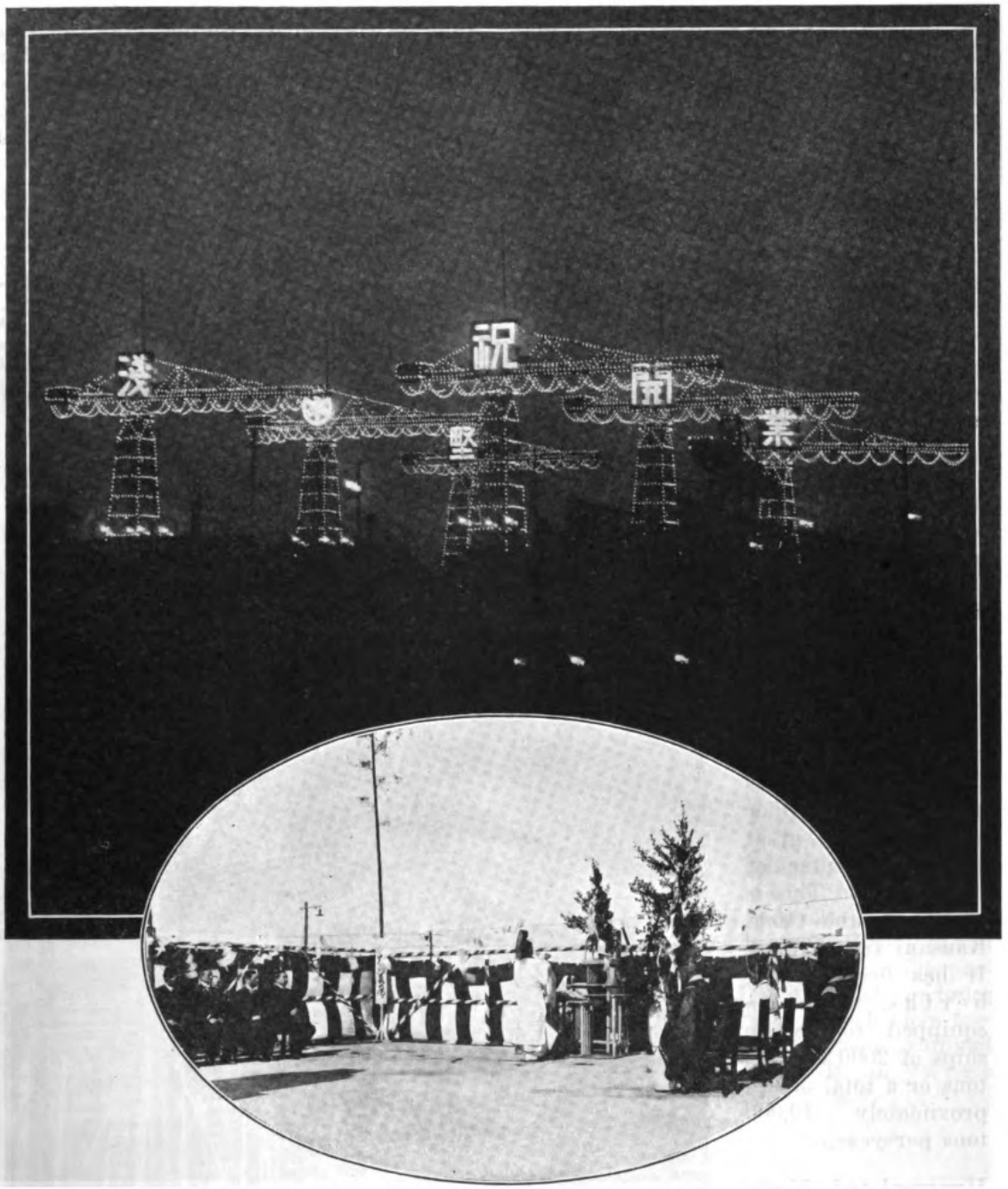
One great outstanding feature in the equipment of this yard, which is of particular interest to Japanese and foreigners alike, is the fact that all the heavy machines, with the exception of one or two, were made in Japan.

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Picture shows progress of work on hull of modern cargo carrier.

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Night illumination on the occasion of the opening ceremony, April 7, 1917.

The first keel laying ceremony was held according to Shinto rites. Shinto priests, shown above in their ceremonial robes, said prayers with offerings of fowls, fruits and vegetables.

They are of such size and capacity as to be able to handle any vessel up to 30,000 gross tons.

The transportation of materials throughout the yards and in the shops is accomplished by electrically driven apparatus. There are three electrically driven revolving tower cranes placed between every two alternate berths. These cranes have arms of 105 to 115 feet sweep at a height of 150 feet above the ground and are so arranged that three of them in a row cover every part of the hull on both sides during construction. Transportation of materials in the yards and shops is provided by ten three-ton locomotive cranes, five six-ton traveling cranes with 68 foot arms, which sweep over the stock as well as the fabricating yards. This department (the fabricating yard) is in the open air, where the

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keel bender, flanging machine, heavy plate rolling machines, joggling machines, hydraulic manhole punchers, etc., are situated.

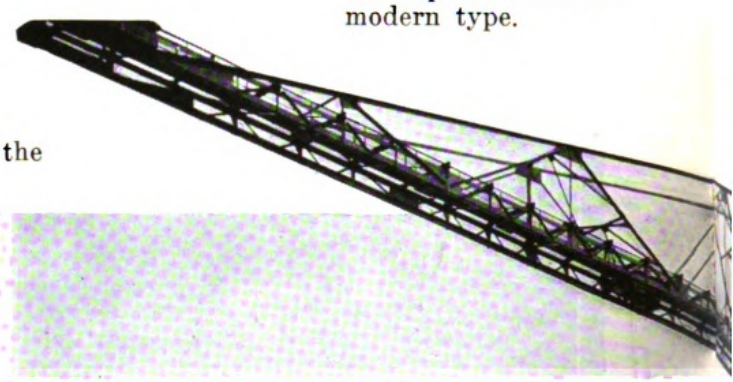
Besides the above, there are three three to six-ton overhead traveling cranes in the iron working shops. These are arranged to bring in materials from the outside or to shift same from one place to another inside the shop. At the fitting-out wharf there is an eight-ton crane for loading engines and boilers into the hull. Thus it will be seen that at every point, care has been taken to secure the most modern time and labor saving devices known to the science of shipbuilding.

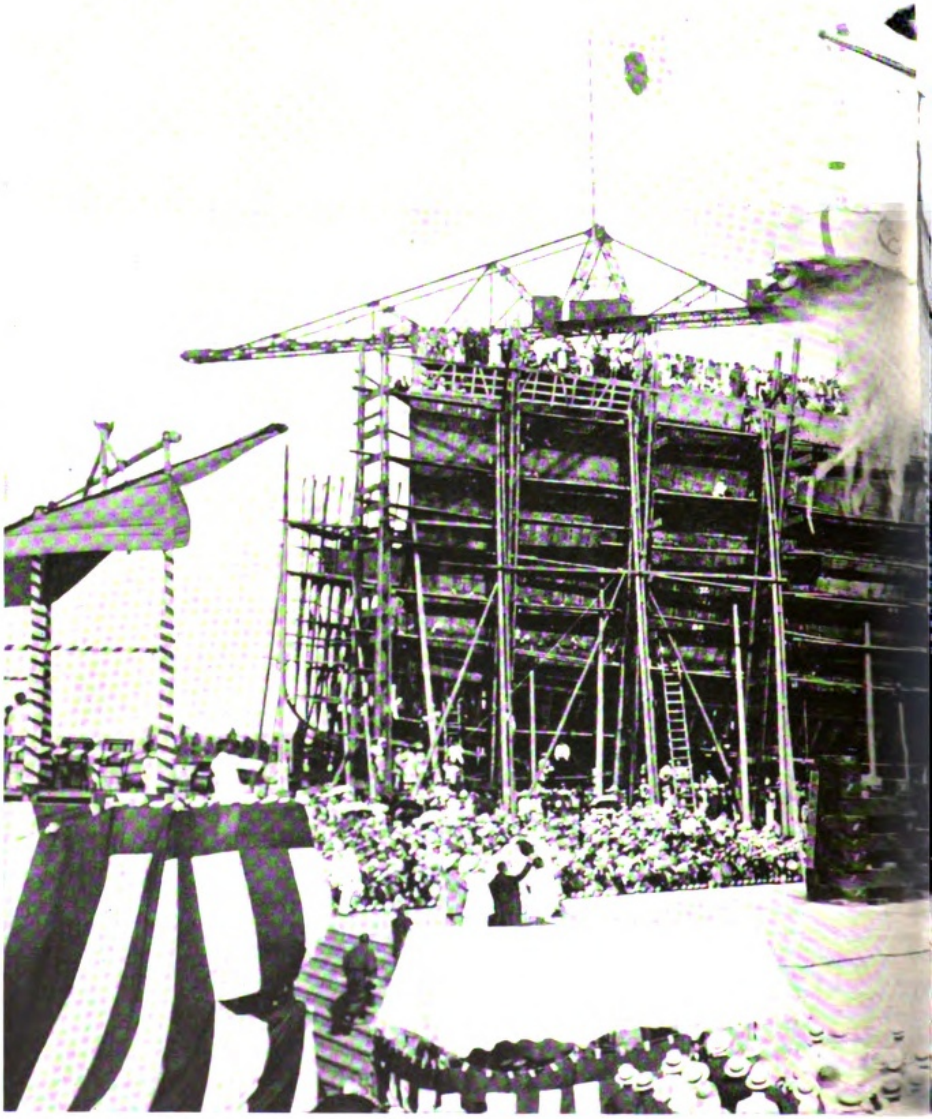
Branch at Osaka.

In addition to this great plant at Tsurumi, Mr. Asano has also acquired another at Osaka, the great industrial center of the Empire. This is known as the Osaki Kausani Iron Works. It has five building berths, which are equipped to handle ships of 2000 to 3000 tons or a total of approximately 40,000 tons per year.

Uncompleted Units of the Yard.

The first unit of this great plant is described above and as shown by the engravings in these columns, is now complete and in active operation. Plans for future development of adjoining acreage have been worked out and these include the installation of steel plate rolling mills, marine engines and boiler works, together with a floating dry dock of sufficient size to accommodate largest passenger liners or battle ships of the most modern type.



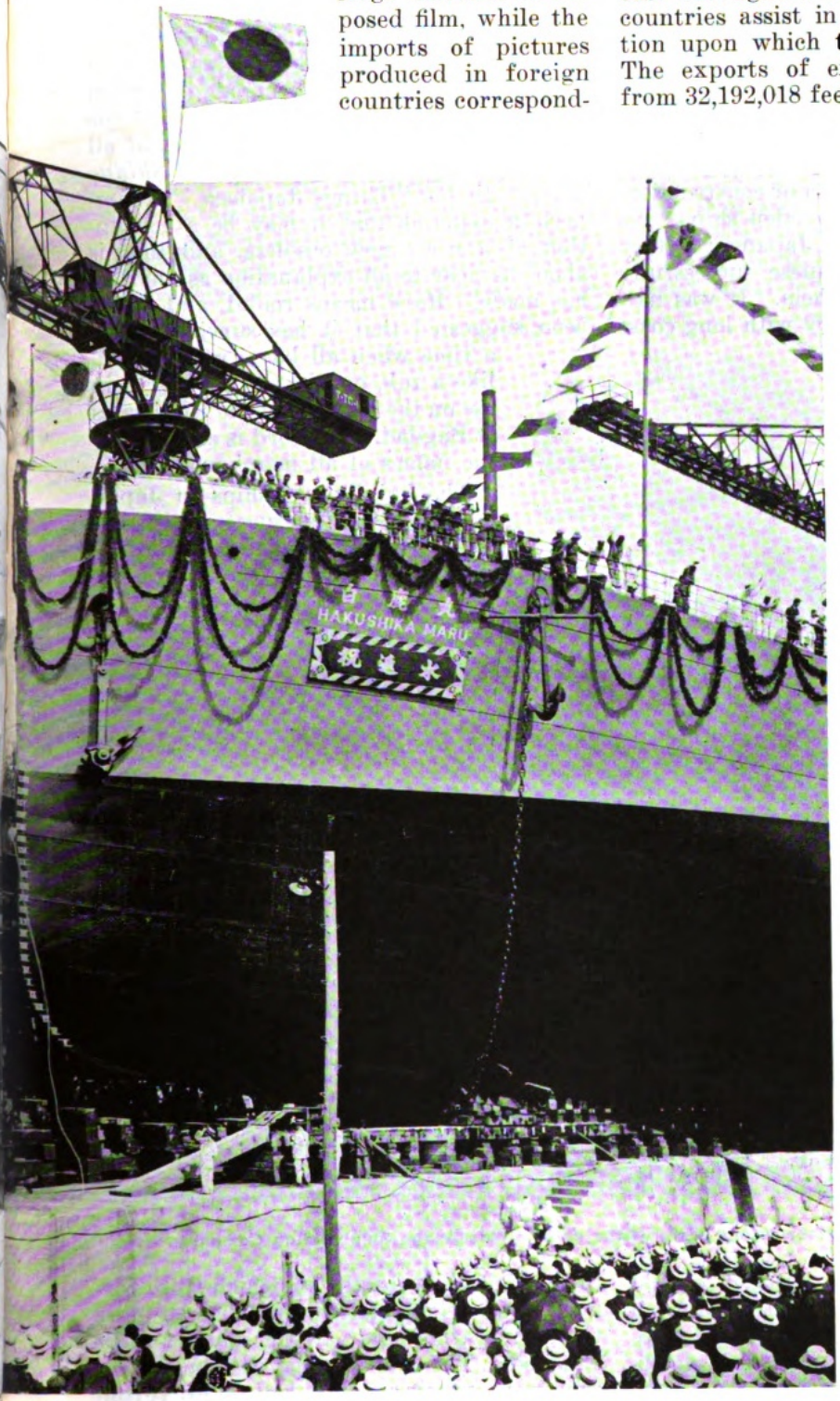


Scene at the launching of the Hakushika Maru.

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MILLIONS IN MOVIES

Figures compiled by the United States Department of Commerce show that America exports every year increasingly large amounts of exposed film, while the imports of pictures produced in foreign countries correspondingly decrease. Meanwhile the native producers are increasing their imports of raw material—sensitized but not exposed films—showing, as the bureau points out, that "American art is being spread broadcast throughout the world, while other countries assist in supplying the foundation upon which that art is expressed." The exports of exposed films increased from 32,192,018 feet in the fiscal year 1913 to 158,751,786 feet in that of 1916—increasing almost five times in three years. The value increased from $2,276,460 to $6,757,658. Consular reports show that in Paris in a single month out of 13,800 metres of film shown 11,000 were American. In one continental country, even among pictures of European manufacture, many were found to be reproductions of American subjects.



an event which drew thousands of spectators.

* * * *

Japanese fan manufacturers have been hit by the recent prohibition of imports issued by the Italian government. The prohibited list includes fans, which have formerly been shipped to Italy in large numbers.

* * * *

The Tokyo Electric Lamp Company of Kawasaki, in which many Americans are interested, at a recent semi-annual meeting of shareholders decided to distribute a large share of the profits in the form of new stock, the capital being increased to $3,000,000.

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JAPAN

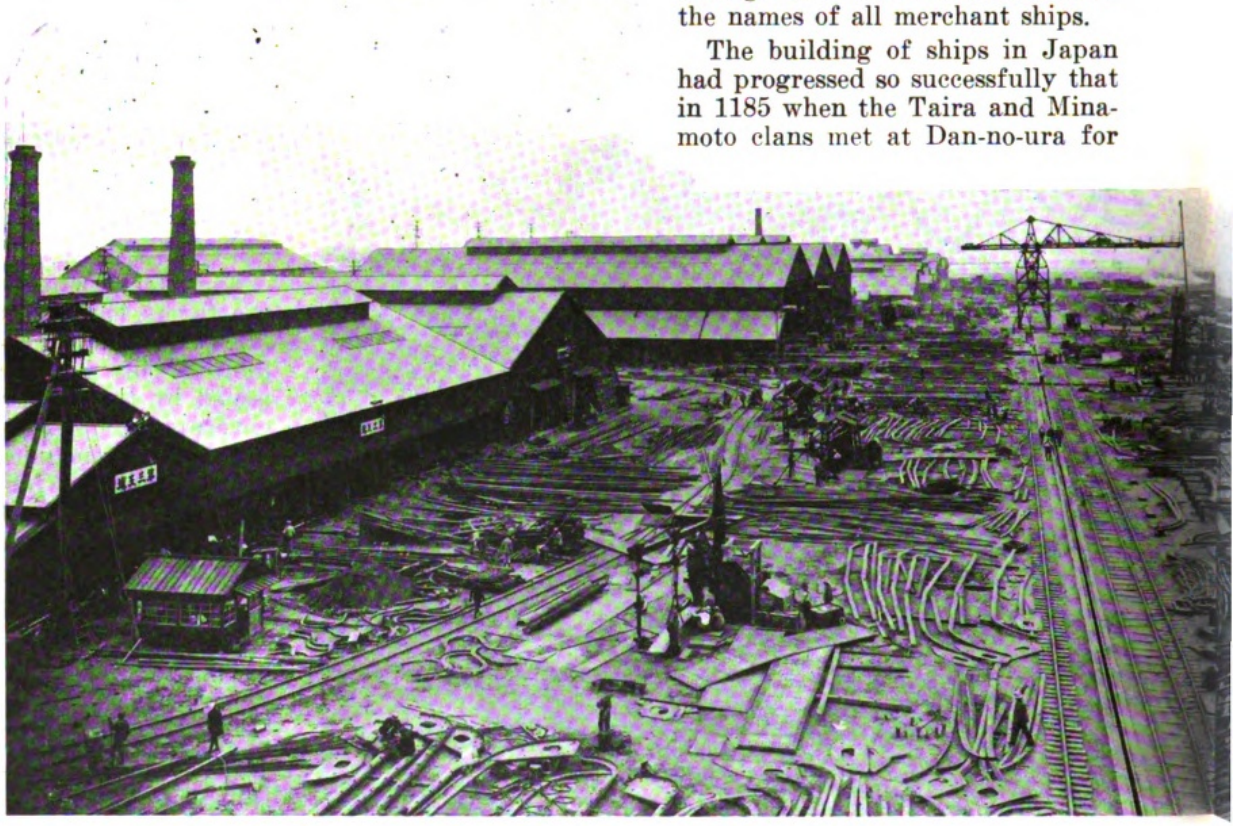
AN ANCIENT JAPANESE INDUSTRY

Shipbuilding flourished seven centuries ago and Japanese navigators were known throughout waters of the Far East

By Stephen Sharrock

SHIP building is not a new industry in Japan, except in the sense that the building of modern ships is new, just as it is new in all countries. The steel ship is a development of the past few years and Japan was only a little behind other countries in taking up this form of construction. Japan has always built wooden ships. No matter how far back into Japanese history we go we find the Japanese successfully building and operating them. It was natural that an island country with long coast lines and a mountainous interior should develop a race of seafaring men. Just when they began or what the evolution of shipbuilding was, no one pretends to say. Probably they began, as other races began, with a rude raft of logs lashed together, followed by the hollowed log of a tree as the first canoe. The building of ships began at such a remote period that no one is certain just what is the meaning of "*Maru*," the word which is attached to the names of all Japanese ships, as *Tenyo Maru* and *Shinyo Maru*. In his "Things Japanese," Chamberlain explains that it may be a corruption of a word now obsolete, and that is about as near to an explanation as any one has made. *Maru* means round, and it has been suggested that it has survived from a time when all boats were round, like a tub, or like the boats still in use on the Tigris and the Euphrates at Bagdad. The word is attached to the names of all merchant ships.

The building of ships in Japan had progressed so successfully that in 1185 when the Taira and Minamoto clans met at Dan-no-ura for the decisive sea battle in which the former were completely vanquished, more than one thousand battle ships were engaged. The Taira clan, driven to the sea coast by their enemies, had taken refuge in their fleet of ships, about five hundred



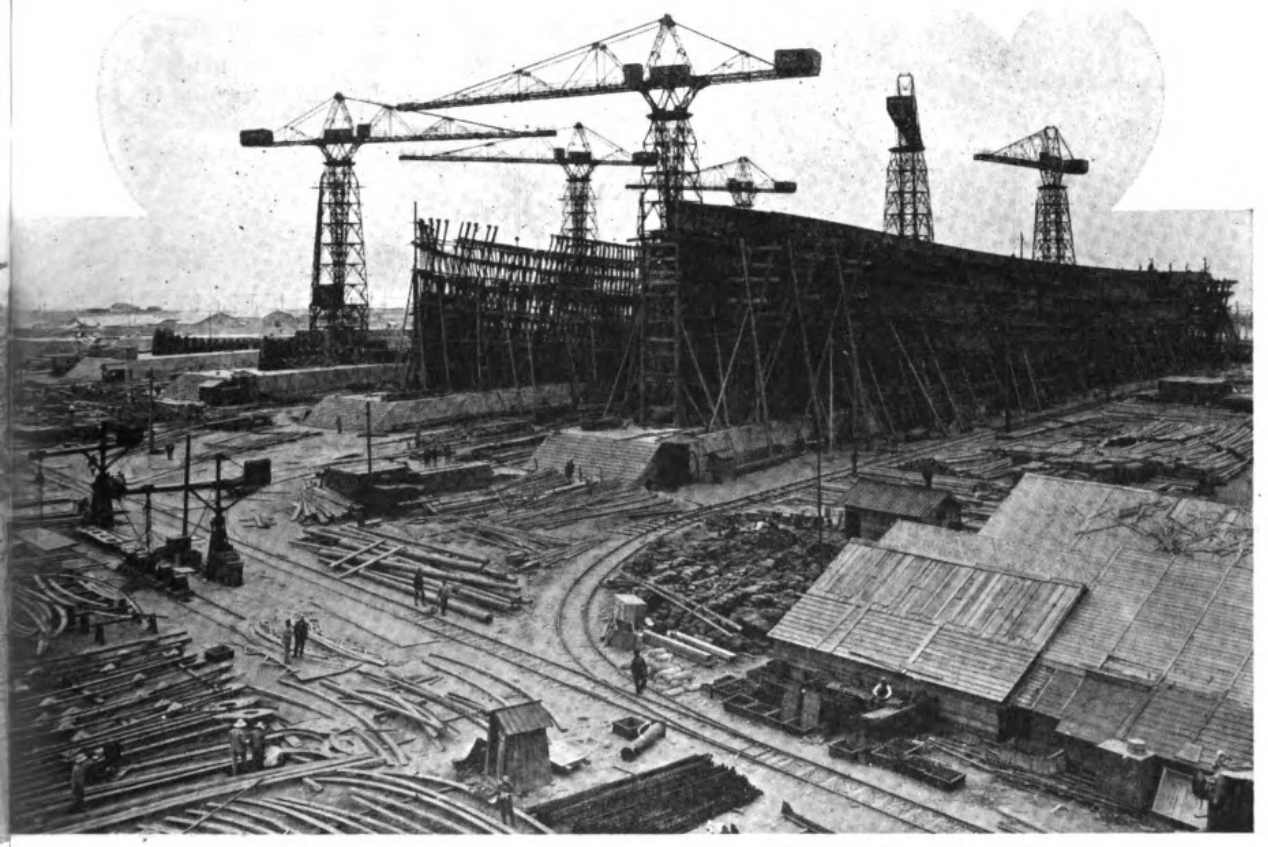
A general view of the fabricating yards of the plant of the Asano Shipbuilding Company.

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in number, on which not only the warriors, but the women and babies as well were placed. They were attacked by the seven hundred junks of the Minamoto clan and the battle fought is one of the most famous in Japan's long history. The ancient Danno-ura was near the present city of Shimonoseki. Later a great fleet was used in the famous expedition of Hidegoshi to Korea.

About a hundred years after the Danno-ura battle the great Kublai Khan, the mongol monarch who had become master of China, set out to conquer Japan and sent on this mission a giant armada of 3500 ships, which had long been building for this task. The Japanese had been warned of his coming and a policy of preparedness had given them a large number of new vessels, while junks from all parts of the kingdom had been brought into what we now call the naval reserve. The Japanese boats were the fleetest and they adopted a policy of singling out isolated vessels of the invading fleet, surrounding it and destroying the crew. This policy was successful and the attack was repulsed with a decisive victory.

In the time of Hideyoshi, at the end of the sixteenth century, ship building had developed to a remarkable degree of perfection. The vessels then built were several times the size of the junks which are now seen on the coast and in the rivers of China and Japan, and were much superior in construction and workmanship. Drawings of the Japanese ships of that day show that they were larger and of better build than those with which Columbus crossed the Atlantic to discover America, and were about equal to the Portuguese and Dutch vessels of that time. Further impetus to the development of Japanese shipping was given in 1600 with the arrival of Will Adams, the English pilot, who remained in Japan until his death and taught the Japanese shipbuilders all that he knew. Adams



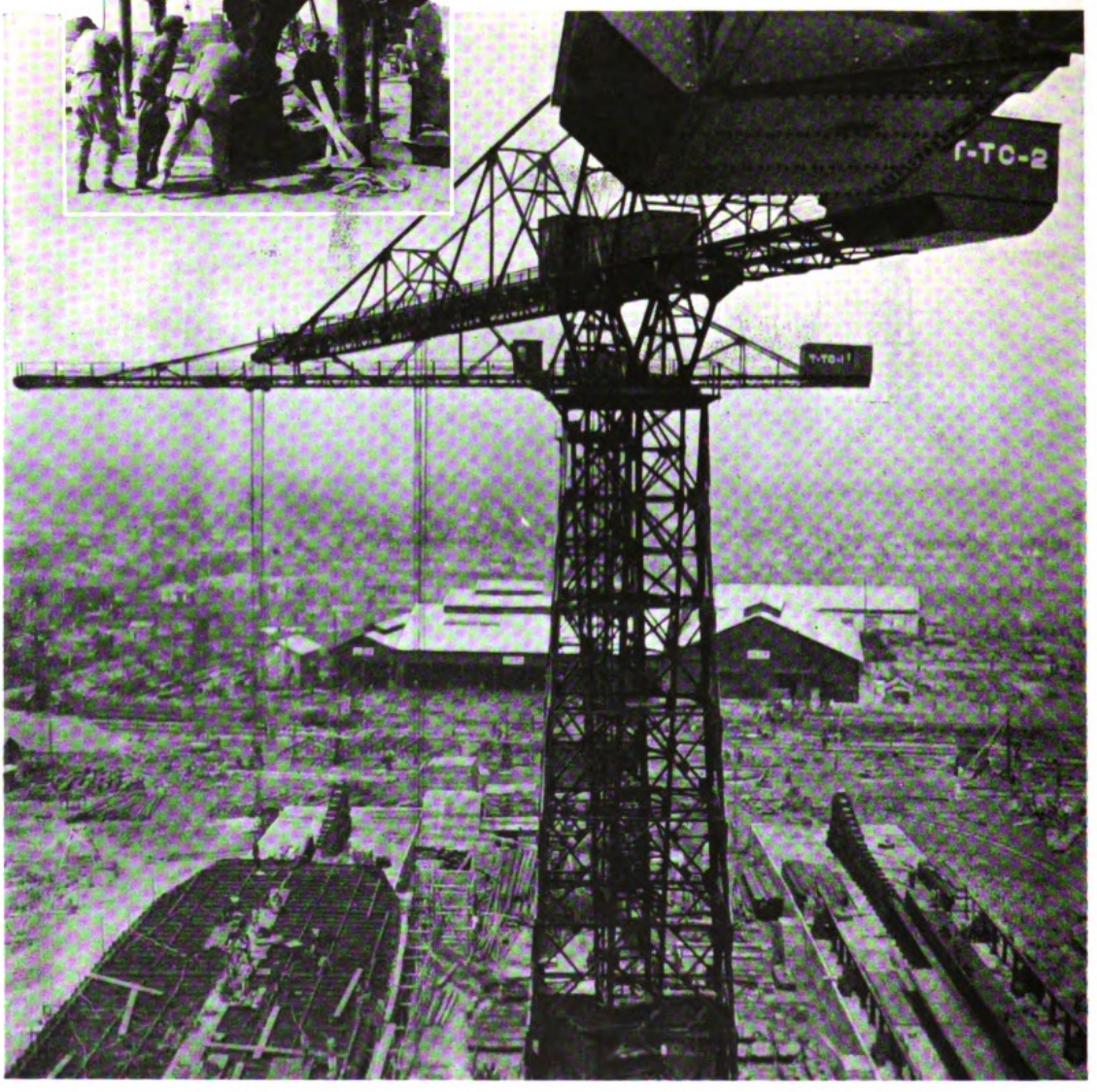
View looking toward the upper ends of the building berths.

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took command in several lengthy voyages and helped to build up Japan's foreign trade. The English ideas of shipbuilding which Adams was able to contribute enabled them to build even larger and better ships than before.

It was during this time that Japanese navigators, though practically unknown to Europe, made a name for themselves by their achievements in the Pacific and the Far Eastern waters. Japanese ships made frequent voyages to the Philippines, some of them having built up a large trade there before the discovery of the Philippines by Europeans. Other Japanese vessels sailed to Korea, South China, Siam, Java and India, while there is on record at least one voyage to Mexico.

During those days Japanese shipping was known throughout the Far East and Japanese navigators were justly famous for their skill and daring. Japanese settlements were formed in Korea, Siam and the Philippines and Japanese traders followed the shipping routes and established important trading centers. The life of one of the Japanese navigators of that day



An electric bending machine, with which ship plates are fitted to the frame work. (Below) A close-up view of one of the many great tower cranes with which the yard is equipped.

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Powerful shears used to cut iron and steel bars and plates.

reads like a tale from the Arabian Nights. Yamada Nagamasa, who was also known as Tenjiko Hachibei, sailed a vessel between Japanese and Siamese ports and became well acquainted in the latter country. He soon rose to a position of great importance and unwittingly gained the affections of the Queen, who poisoned her youthful consort in order to marry the Japanese skipper. Yamada did not return the Queen's love. He did marry a royal princess and became viceroy of an important Siamese province, only to die of poison secretly given him by the jilted Queen.

About 1636 Japanese shipping was at the height of its development, when the policy of exclusion was adopted by the shogun rulers of Japan. Foreigners were expelled from the country, and while no foreigners were allowed to visit Japan, there were equally stringent rules to forbid Japanese going to other countries. In order to put an end to the activities of the brave navigators, all of the three-masted ships engaged in foreign trade were ordered broken up, only two of them being preserved, as mementoes, by the shogun's commissioner of marine. After that the law forbade the building of any but very small junks, suitable only for the coasting trade and so constructed that it was unsafe to attempt long sea voyages in them. For two centuries Japanese shipping remained undeveloped and it was not until the Restoration that the industry was revived and given the aid and protection of the Japanese government.

Mr. Taketara Yoshidzumi, representative in Japan of the Union Special Machine Co., of Chicago, and one of the foremost textile experts in Japan, returned to Kobe on the Siberia Maru. Mr. Yoshidzumi is a large importer of textile machinery and has often been sent to the United States as the representative of the Japanese Government on behalf of the textile industry. He was accompanied by his assistant, Mr. Y. Makino, who has been making a study of the knitting situation in America.

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WORLD WIDE BUSINESS

News and Notes from the World of Commerce and Finance. New fields for business. Extending foreign trade.

An English authority in a paper read before the Society of Architects told of successful experiments by which waste material was made into artificial coal. He claims that the millions of tons of coal-slack can be concreted, without pressure, into an excellent coal; that all the powderous brown coals can also be concreted into a good transportable coal; that the coke dust accumulating in gaswork can be similarly utilized; that an excellent fuel can be produced from sawdust in all the timber countries of the world; that household ashes and municipal destructor ashes can be made into cheap flaring coke; that all industrial concerns consuming more than ten tons of coal a day can reduce their bill by at least one-third, and use their accumulating waste products; and that this work can be done by existing machinery and unskilled labor.

* * * *

Notwithstanding the turmoil in Europe, the authorities in the Malay Peninsula have been steadily pursuing a progressive policy of railway extension which has been retarded only by the difficulty of obtaining supplies of ironwork. At the same time the Siamese Government railways have been extended with the result that connection has now been made between the two systems. Some engineers and government officials recently made the trip by rail from Bangkok to Prai, a station on the mainland opposite the island of Penang. It is probable that early next year the line will be open to general traffic from Singapore to Bangkok.

* * * *

The United States must provide matches for the soldiers it sends to Europe, for there is a match famine in France. Consular reports from Paris say that the much-favored Swedish match has been scarce for months and wax matches have been exhausted for some time. The State factories are having difficulty, the reports say, in obtaining the raw materials, especially wood. The coal situation, the transportation problem, the loss of vessels carrying match wood and a shortage of specialized labor combine to make matches scarce in France.

* * * *

The Industrial Bank of Japan will increase its capital stock by more than $6,000,000. The Government bill, introduced in the Imperial Diet in the last extraordinary session, to enable the bank to act as an organ for ship-owners and co-operative credit associations, was tabled.

* * * *

Expansion of the commerce of the United States with its non-contiguous territories—Alaska, Hawaii, Porto Rico, the Philippines, Guam and Samoa—is generally lost sight of in view of the greater growth of foreign trade. Statistics indicate that the war has had a stimulating effect upon this trade of late. During the nine months just ended the value of American trade with these territories fell just short of $300,000,000, while in the corresponding period of last year the total was only $225,000,000. This is a gain in a year of about 33 per cent. Shipments from the territories, consisting chiefly of raw materials, far outweigh American shipments to them.

* * * *

The great progress made by Japan as a manufacturer of industrial chemicals is shown by the fact that American match

Continued on page 46.

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A happy Ifugao family, man, wife and child. In the center is the family god, smoking a cigarette.

SOME PICTURESQUE FILIPINOS

Negritos and Igorots, hill tribes of Luzon, preserve many interesting legends in their folk-lore. Moros who join the constabulary are distinguished by a red fez.

By Hal Walker.

NO matter how long one lives in the Philippines, and some of us have passed many happy years in those tropic isles, there is always a fascination about the strange brown people, who differ so much from each other in various parts of the land. The "Christian Filipinos" are much alike, but every island has in its hills and remote sections a far different race, simple in customs and far removed in traits from the people that live in the towns in the valleys or along the seashore.

Among the country peoples there is always something for the white man to learn. Their folk lore is full of surprises and the legends handed down from one generation to another, for less than ten per cent could read or write when the Americans came, show a dramatic quality that is unlooked for in the circumstances.

Just one instance. The legend dealing with the creation of the world and the first humans which is current among the Visayans, tells of Adam and Eve stepping full grown from the joint of a bamboo tree.

Then there are the superstitions of the people, the one of the *asuang,* the animal which from their descriptions must be in the form of a kangaroo but which flies like a bird. This animal lives under the houses, it is said, and the story of how it comes out at night and carries away bad little boys and girls over the tops of the cocoanut palms is told by mothers to make naughty children good.

The Negritos in the hills of Luzon, little curly-headed blacks who are believed to have been the first inhabitants of the islands, live far in the forest fastnesses and kill their game and enemies by poisoned arrows shot from a blow-gun, are seldom seen by white men. Then there are other hill people in Southern Luzon, in the Visayas and along the north coast of Mindanao, all of whom are of the most primitive nature.

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Young dwellers of the Philippine mountain lands.

The Igorots of the mountain provinces of Luzon and the Moros who inhabit Southern Mindanao and the Sulu archipelago are the two picturesque peoples of the islands with whom the white man comes most in contact. They are a source of never-ending wonder in their life and habits.

In the north the Igorots have dwelt in the hills for hundreds of years. They are a sturdy people, short and heavy set, differing from every other race in the islands. They live in the cool air of the hills from three to six thousand feet above the level of the sea and are skilled in agriculture and mining.

Along the sides of the mountains they have built rice paddies hewn out of the solid rock and with an irrigation system which is the wonder of engineers from the civilized world outside. These mountain rice paddies must have been constructed with infinite labor through scores of years and the greater part of their soil must have been brought on the backs of men and women from the valleys below.



This Igorot maid knew she was going to have her picture taken, so she put on all her beads.

The Igorot wears a funny hat that sets on the back of his head and covers only its crown. A coat usually adorns his upper body but below the waist he is nude except for a breech-cloth. Even the Igorots who are members of the Philippine Constabulary conform to the regulation uniform only so far as the coat and arms go, otherwise they dress the same as their brothers who are not in the military arm of the government.

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As for the Igorot women, they look more like American Indians than any other race. They wear their hair hanging down their backs and their dress consists of a waist and of a skirt which is made by folding a strip of cloth around their loins. The cloth for these garments is always of bright hues and the more colors there are in a piece of cloth the more dressed-up the wearer feels.

Down in the southern islands, the Moros are the native people. Mohammedans for hundreds of years they all are death on Christians, and since time began they have made raids on the Visayas, sailing north with the southwest monsoon in their swift praos and raiding towns. They burned villages and took the young men and women back to the south with them as slaves on the northeast monsoon.



This husky Igorot warrior is ready to go out and slay his enemy and start a collection of skulls. That was the favorite sport of the head hunter before the United States authorities suppressed head hunting and induced the natives to play baseball instead.

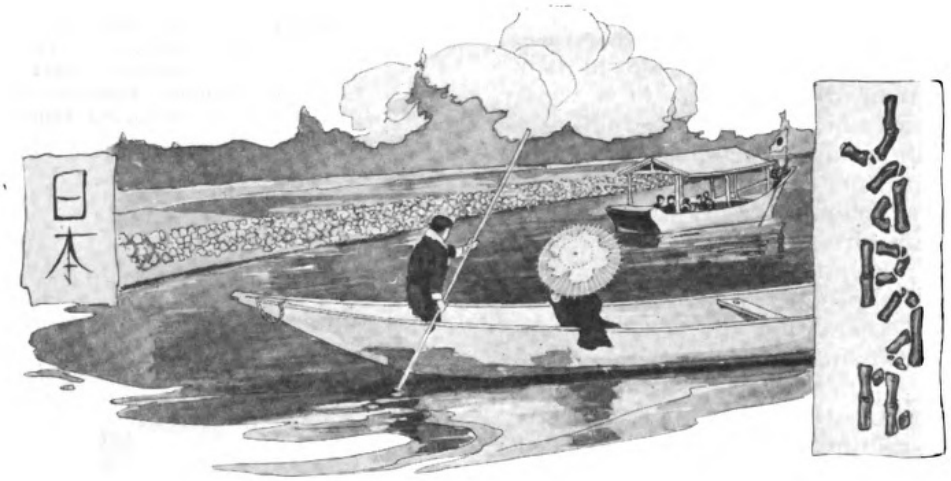


Four enemies of this old warrior have bitten the dust. He has the skulls here to prove it. The United States has discouraged head hunting and the younger generation does not know the joy of adding skulls to the family collection.

During Spanish times little could be done with the Moro and it was not until American occupation that this warlike people was brought to accept any other authority than their own dattos, and even this was not accomplished without the loss of many American lives.

There are Moros enlisted in the Constabulary and the distinguishing mark of their uniform is that the fez rather than the campaign hat serves as headgear. Dressed otherwise as the Christian Filipino constabulario, the red fez distinguishes the Moro in a unique manner from the rank and file composed of other tribes of the islands.

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EDITORIAL

Custom had made spring and fall the season for tourist travel in Japan, for no very good reason, since the winter months are as attractive as any in the year. Because of the odd shape of the country and its mountainous character, there is no uniformity about the climate of Japan and one can at any season of the year find any kind of climate he is looking for. In the summer he may climb the mountains and approach the snow line as near as he likes. In the winter he may travel only a few miles from Tokyo to find places washed by the warm ocean currents where the air is frostless.

But the winter of central Japan is charming and few would want to escape it. November and December days are fine and clear, with just a touch of frost in the air and a brilliant golden sunshine. In January, February and March there are snow flurries which seldom remain on the ground more than a day. Japan is never so beautiful as when covered with a light fall of snow. The "great cold" arrives usually the latter part of January, and lasts for a few weeks. This period might be taken seriously by Californians, but to one who has ever experienced the rigors of an Eastern or Middle Western winter, this imitation is a farce. When the thermometer drops as low as 30 degrees it is remarkable.

The average foreigner will find a spring overcoat all that he needs throughout the winter. One who selects this season for a visit will enjoy the advantage of having his pick of hotel accommodations. It is the ideal season of the year for those who want to avoid the crowd.

* * *

Additional interest in Osaka as a tourist center will be given if rumored plans are carried out. The Osaka papers report that the Osaka castle where an army division is now stationed, will be purchased by the Imperial Court and will be made a detached palace. Negotiations on the matter have advanced between the War Office and Household Department. The matter originated, it is said, in the desire on the part of the army to remove the home of the division somewhere outside that city. On the other hand the Imperial court has long been desirous of having a detached palace in Osaka, where at present there is no place which can be used for a hotel for the members of the court. This causes inconvenience whenever any Imperial personage travels there.

In case the castle is made a detached palace, the surrounding zone, which is now used by the army division, will be purchased by the municipality of Osaka for a park for the people of Osaka. The Osaka castle is one of the largest and finest castles in Japan. It was built by Toyotomi Hideyoshi in the sixteenth century. Since the early days of the Meiji era it has been occupied by the army division.

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With the extension of railways, the building of motor roads and new hotels, new wonders are offered each year to the tourist in the Far East. One of the most

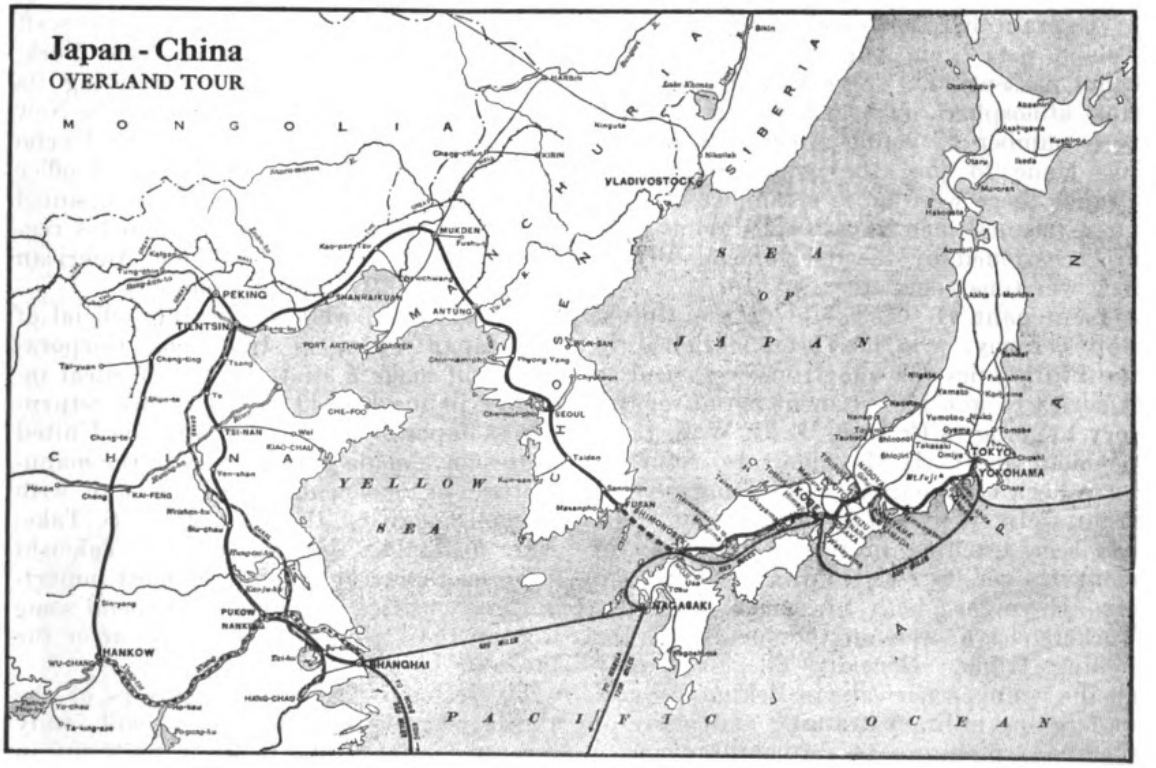
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A COMPREHENSIVE TOUR

Most interesting parts of the Far East are touched by the Japan-China Overland Tour. Travel by rail and steamer.

One of the most interesting trips it is possible to take in any part of the world is the Japan-China Overland Tour made possible through the co-operation of the trans-Pacific steamship lines, the Imperial Government Railways of Japan and the Government Railways of China. Starting at Shanghai the traveler goes to Nanking, Tientsin, Peking, Moukden, Seoul, Fusan, Shimonoseki, and rejoins a steamer at Yokohama after an overland trip through Japan. The entire transportation charge for this trip is $60.00, meals and sleeping berths being extra. Tickets for this trip can be purchased from any Toyo Kisen Kaisha agent or other trans-Pacific company.



Leaving Shanghai on this trip the traveler goes by the Shanghai-Nanking Railway to Nanking, passing on the way just outside the walls of Soochow. The great pagoda of Soochow is plainly visible from the train window. The entire country between Shanghai and Nanking is most interesting. It is very highly cultivated and without leaving the train the traveler can get a bird's-eye view of agriculture in China.

A day or so may be very pleasurably spent in Nanking, a city which still retains many of the evidences of its ancient grandeur. The Ming Tombs at Nanking are not so pretentious as those at Peking, but are more accessible. In continuing the journey the Yangtsze River is crossed by ferry to Pukow, the southern terminus of the Tientsin-Pukow Railway, one of the newest railway lines in China. Almost the entire line is in China's great coastal plain. The line passes very close to the birthplace of Confucious, which is also his burial place, and a little farther north skirts the base of the great sacred mountain, Tai Shan.

Several weeks can well be spent in Peking, one of the most fascinating cities in the world. The Temple of Heaven, the Llama Temple, the Yellow Temple, the Forbidden City, the Great Walls, are but a few of the dozens of attractions, any one of which would make a trip to the city worth while. Through a short side trip one can see a section of the Great Walls of China at Nankow, and nearby the great

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JAPAN



PEOPLE TALKED ABOUT

Prominent people who are crossing the Pacific. The Far East the Mecca of Present Day Tourist Travel.

The Siberia Maru, under the command of Captain K. Hashimoto, arrived at "a Pacific port" on August 24th with 132 cabin passengers. There was quite a war-time atmosphere on board, for in addition to a number of young Americans returning home to join the colors and go to France there were quite a number of Japanese business men whose trans-Pacific trips are occasioned by the development of the new war-time commerce.

Lieutenant H. C. Tobin, of the United States Army, who has been stationed in the Philippines for some time, returned to America to join his regiment here preparatory to going to France. E. B. Wall, L. B. Seymour and C. L. Heyniger also returned to America preparatory to going to the front. Mr. Wall, who is a native of Ohio, has been teaching in the Peking Government University, while Mr. Seymour and Mr. Heyniger, both of whom are New Yorkers, have been on the faculty of the Peking Higher Normal College. Nearly all the young Americans in Peking are now undergoing military training and many of them are planning to return to America soon and join the colors. L. C. Haworth, who has been doing special war work with the Y. M. C. A. in the Mesopotamian campaign for the past year, was on board, accompanied by Mrs. Haworth and their two children. Major N. Takagi and Lieutenant J. Okada, of the Japanese Army, arrived to spend some time in the United States.

The party of Japanese business men was especially important. Mr. S. Dokura, accompanied by his bride, arrived to take a prominent position with the New York office of the Yokohama Specie Bank. K. Nishi, T. Inouye and H. Murohashi will also be connected with the same bank. J. Morimoto and K. Nakura will join the staff of the Bank of Formosa in New York, where this bank is rapidly extending its business. E. Naito arrived to join the New York staff of Nozaki & Co. and M. Uyeno will be associated with the New York office of Horikashi & Co. Both are accompanied by their wives. R. Akaboshi is on his regular tour of inspection of the American offices of the Mitsubishi Company.

S. Nakajima, who is a leading official of the Japan Chemical Industrial Corporation, will make a study of the chemical industry in the United States before returning to Japan. Both Japan and the United States have made great strides in the manufacture of chemicals since the war with Germany shut off their supplies. S. Takeishi, managing director of the Takeishi Trading Company, one of the most important export firms of Japan, will spend some time in the United States looking after the interests of his firm.

D. Ota and T. Takoo, engineers of the Uraga Shipbuilding Company, will study recent developments in ship building in America.

M. Tanji and T. Kawasaki, who are connected with the organization of the Mitsui Bussan Kaisha, will look after business interests in the United States.

A number of American missionaries returned on furlough. Among them were Rev. N. Boyton and Miss Gretchen Garst of Akita, and Miss E. G. Newbold of Koriyama. Mrs. Luke W. Bickel, widow of the late Captain Bickel, who sailed the famous "Gospel Ship" in the Inland Sea for many years, was a passenger.

H. D. Yates, an engineer employed by

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the Siems-Carey Company of New York, was on board. The Siems-Carey Company has recently been active in railway building in China.

Mr. and Mrs. E. C. Davis, well known residents of Yokohama, arrived with their daughter, Miss Edina Davis. Miss Davis will remain in America to attend Miss Chamberlain's School in Boston. Mr. Davis will return to Japan in a few weeks, while Mrs. Davis expects to remain in America until Christmas.

Mrs. J. E. Norton, of Manila, arrived, accompanied by her two children. Mrs. Norton's husband is a prominent American business man in the Philippines.

Dr. Edward A. Salisbury, a prominent lecturer and naturalist of New York, returned after a most interesting visit to Japan, during which he made probably the most ambitious motor car trip ever undertaken in that country. Arriving in Japan early this year, Dr. Salisbury traveled by motor from Hokkaido to Nagasaki, covering more than 3500 miles. He stopped at many out of the way places and with the moving picture camera he carried took more than 60,000 feet of film, illustrating rural life, industries and commerce. Dr. Salisbury will exhibit the films in a series of lectures.

Sailing on the Korea Maru, August 22nd, were a number of distinguished travelers. Among these was Viscount M. Okochi, who is returning to Japan after an extended visit, which included attending the Parliamentary Conference, which was recently held in Rome. This conference was international in character, bringing together representatives from many countries, and lasted for four days. After leaving Rome Viscount Okochi made a tour of the battlefields of France, where he was received with signal honors by the military men. He is an engineer by profession, and is recognized as one of the authorities on artillery subjects in Japan.

Another interesting passenger was Mr. Y. Kawai, who holds the post of Secretary of the House of Peers at Tokyo. Mr. Kawai was also a delegate to the International Parliamentary Conference of Commerce at Rome, and went from Japan by way of the Trans-Siberia Railroad, arriving in Petrograd the day after the revolution, from whence he went by way of Norway to Rome.

W. T. Collins, who came to San Francisco, as assistant to Secretary of State Breckenridge Long to welcome the Japanese Mission, was advised while in California of his appointment as United States Consul at Tientsin, and sailed on the Korea Maru for his new post. He is a resident of St. Louis, Missouri.

W. Willis, who represents Messrs. Gaston, Williams & Wigmore, large financial

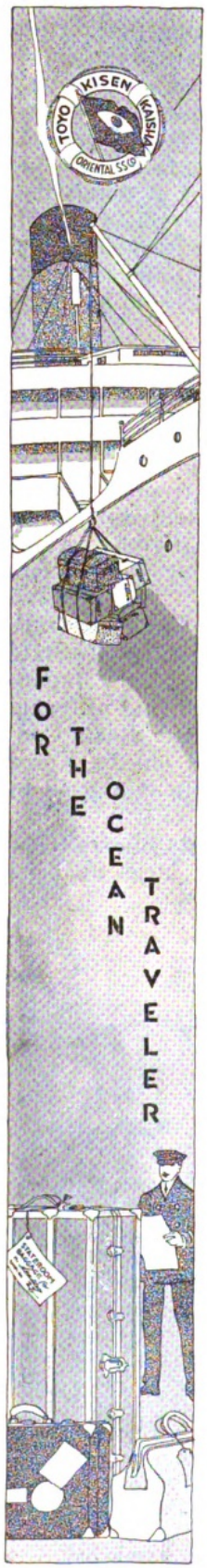
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Some Igorot lads who are learning Western civilization through caddying at the Baguio golf course. They believe that a golf bag is clothing enough.

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JAPAN



THE ACCESSORIES NEEDED FO

Illustrating Fashion's trend in traveling coats—gray wool Jersey with broad collar of moleskin—a new model featured by The White House.



Vivid colors in sport skirts are permissible—are preferred, in fact, if the skirts are of Khaki Kool silk.

If you own a fine steamer rug it should be carried in a water-proofed "roll up"—a good rug deserves that protection.



"Week-end" cases of the character shown at The White House will prove great comforts on short trips ashore—the necessary toilet articles and night clothing may be so compactly packed.

Broad-toed, low-heeled sport shoes should be taken along for strolls ashore. Footwear can be thoroughly comfortable and at the same time present a good appearance—there is plenty of that kind at The White House, San Francisco.



Golflex suits of the character shown at The White House are appropriate for brisk walks after landing, for railway travel, for motoring—their service need not be confined to the golf links.

A bathing suit, inexpensive or luxurious, should be included in your hand luggage—you will find Waikiki Beach absolutely irresistible.

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FOR TRAVEL TO THE ORIENT

Women who simply cannot rest unless they are working at something, should carry knitting bags. Extremely artistic affairs are shown in the Art Needlework Department of The White House.



The sweater coat, whether of wool or silk, is a never-ending source of comfort to the tourist who does not want to be bothered with cumbersome, easily-wrinkled coats.



Conservative in cut but notably "different" in materials is this traveling coat of dark brown whipcord with broad collar of beaver fur. Fully lined with corn colored satin. (One of the many extremely rich garments recently brought out by The White House.)



SEAMLESS DRAWN STEEL TUBES

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For Gas, Water, Steam, Compressed Air, Electric Towers, Poles, as well as for Tubings, Casings and Linings for Oil Wells, Ship and House Building and many other purposes, and

BARS AND ANGLES

Up to 4 in. diameter or sides. Channels up to 5 in., and Rails up to 25 lbs., from

BEST OPEN HEARTH STEEL

The Largest Tube Works East of Suez.

Approved Makers to LLOYD'S REGISTER.

NIPPON KOKAN KABUSHIKI KAISHA

(The Nippon Steel Tube Company),

KAWASAKI, near TOKYO.

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JAPAN

VISIT

JAPAN, MANCHURIA and CHOSEN

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TOKYO, JAPAN

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JAPAN

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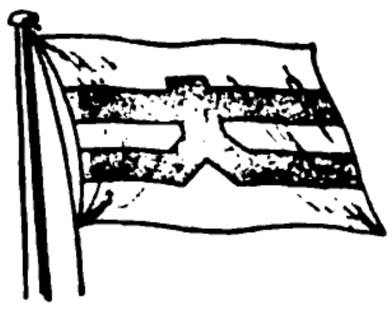
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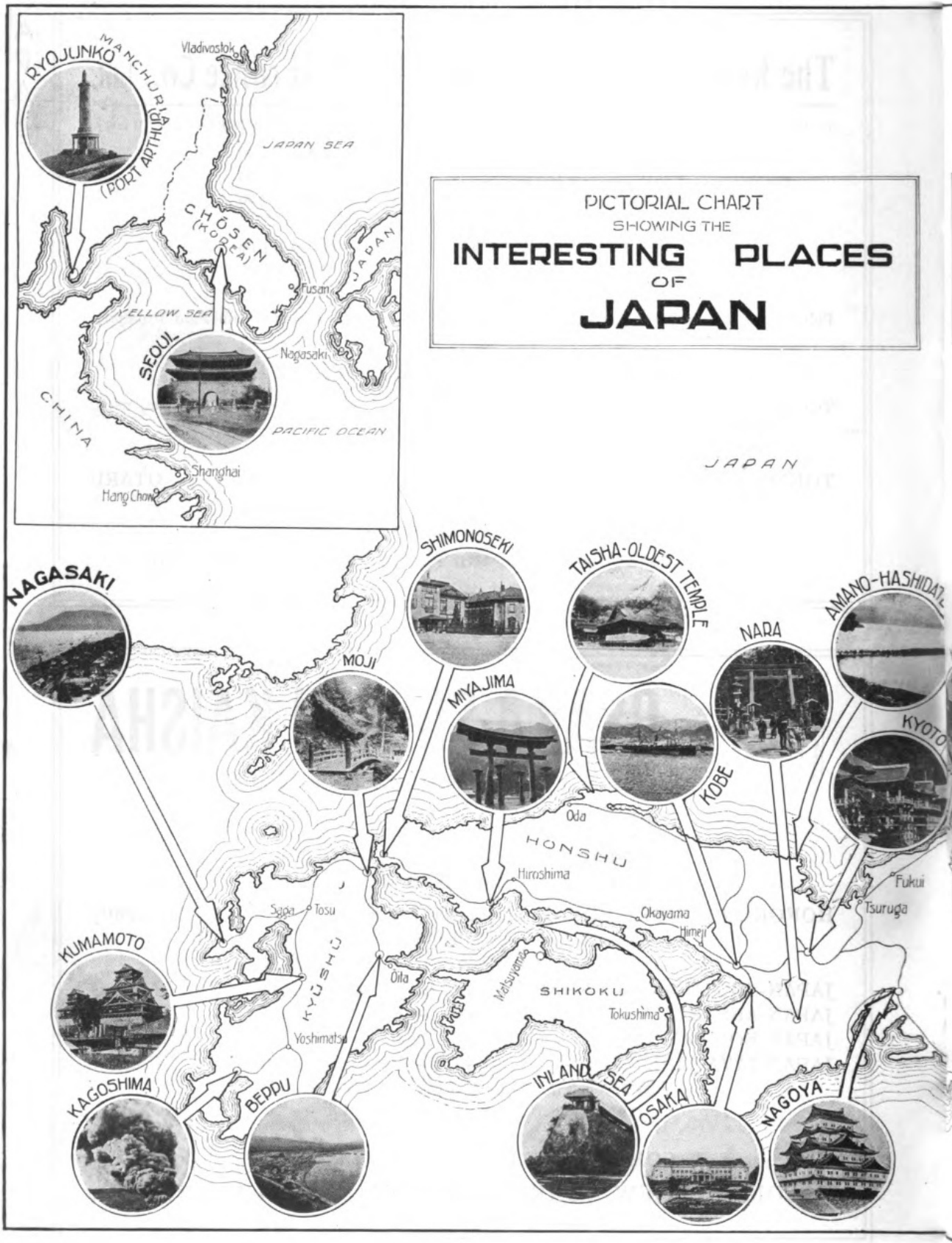
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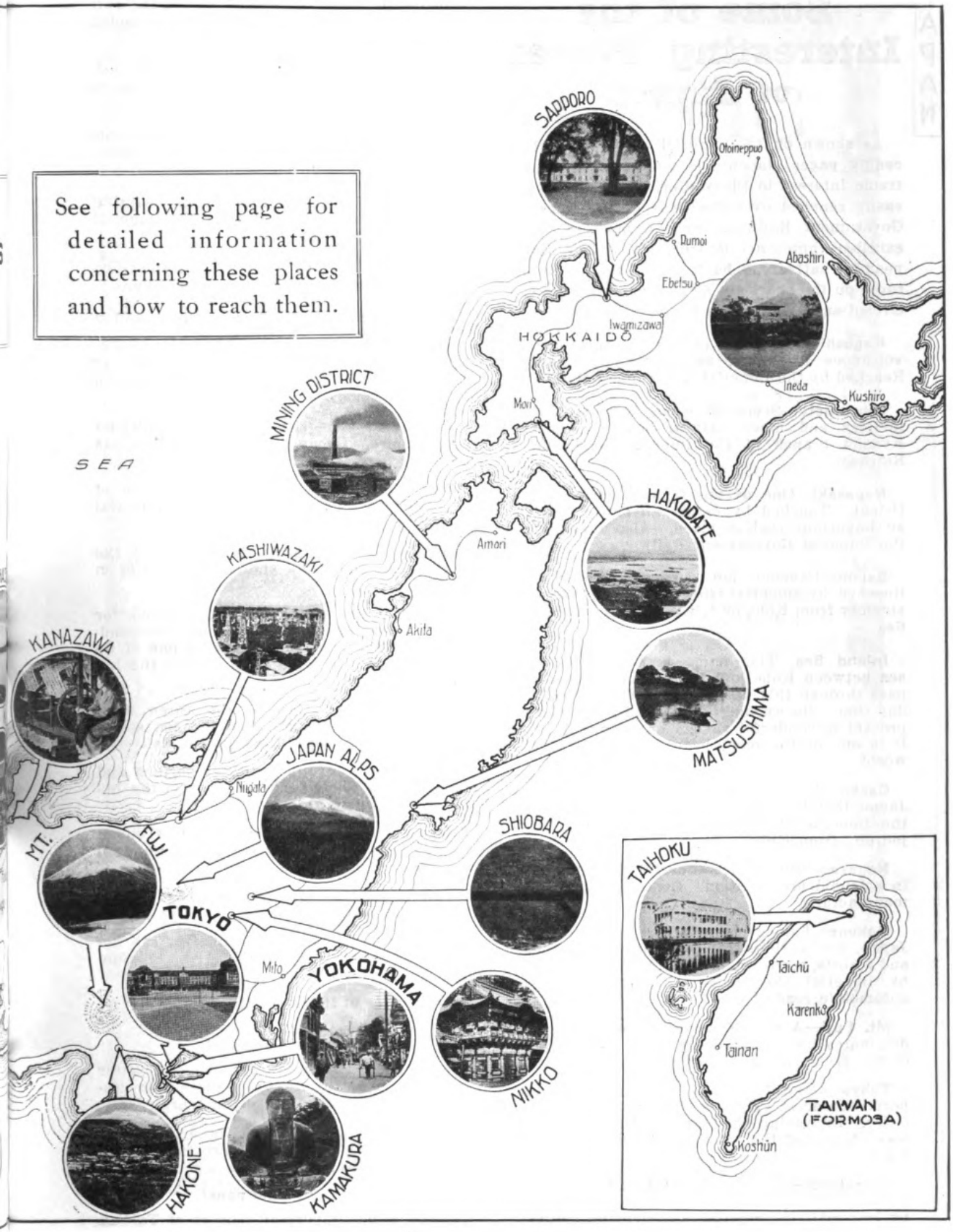
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JAPAN

Some of the Interesting Places of Japan

As shown on the pictorial chart in the preceding pages, Japan has many places of extreme interest to the visitor, all of which are easily reached over the lines of the Imperial Government Railways, and in most of these excellent hotel accommodations, either European or native can be found. The places pictured on the chart are as follows, following the circled engravings from left to right:

Kagoshima—Site of one of the most active volcanoes in Japan, and numerous temples. Reached by the Imperial Government Railways.

Kumamoto—Scene of some very wonderful temples and much natural beauty. On the Kyushu branch of the Imperial Government Railway.

Nagasáki—One of the famous ports of the Orient. Touched by nearly all ship lines. Is an important coaling place. Also reached by the Imperial Government Railways.

Beppu—Famous hot springs and resort. Reached by Imperial Government Railways or steamer from Kobe or Miyajima through Inland Sea.

Inland Sea—This name is applied to that sea between Kobe and Moji. Ship's schedules pass through this narrow waterway during the day time. Its wooded islands and rocky shores present a wonderful variety of color and form. It is one of the most beautiful scenes in the world.

Osaka—A great manufacturing center of Japan that is well worth a visit. Reached by the Imperial Government Railways, one hour journey from Kobe.

Nagoya—Site of a wonderful feudal castle. In splendid preservation. Center for porcelain manufacture.

Hakone—Famous mountain resort district of Japan, where there are numerous hot springs and resorts, set in wonderful scenery. Reached by Imperial Government Railways, also by automobile roads from Tokyo.

Mt. Fuji—A sacred mountain of Japan that dominates the landscape in all directions. One of the great sights of the world.

Tokyo—Capital of the Empire, site of the Imperial Palaces. One of the world's famous cities. Engraving shows part of the new railway station of the Imperial Government Railways.

Kamakura—Here is found the giant statue of Buddha. It is also a famous resort. Reached by Imperial Government Railways or automobile.

Yokohama—Leading seaport of Japan, port of entry and departure for the great shipping lines. Fifty-five minutes from Tokyo.

Nikko—Famous for its many beautiful temples and shrines. Reached by Imperial Government Railways.

Shiobara—The autumn glory of the maple leaves can never be forgotten. The scenery hereabouts is exceedingly beautiful.

Matsushima—One of the most beautiful places in all Japan. Reached by the Imperial Government Railways.

Hakodate—Chief seaport of the island Hokkaido, northernmost of the Japanese islands.

Sapporo—Sight of the great college and a very interesting natural scenery.

Mining District—The mining district of Japan. Copper and other metals are found in this neighborhood.

Kashiwazaki—The center of the oil district of the empire. Great industrial progress has been made here.

Japan Alps—A very mountainous region of superb scenery. Traversed by the Imperial Government Railways.

Kanazawa—One of the silk centers of the empire. The engraving shows a silk loom in operation.

Kyoto—The art center of Japan, famous for its magnificent temples and artistic surroundings. The engraving shows part of one of its famous temples. On the main line of the Imperial Government Railway.

Amano-Hashidate—One of the three most beautiful places in Japan. On the sea shore. Reached by the Imperial Government Railways.

Nara—Famous for its beautiful shrines and parks. No one should miss Nara. On the Imperial Government Railways.

Taisha—Site of the oldest temple of Japan of sacred memories. Reached by the Imperial Government Railways.

Miyajima—A famous resort and beauty spot on the inland sea.

Shimonoseki—Important terminal of the Imperial Government Railways. Also shipping point.

Moji—Center of the coal shipping industry of Japan.

Upper left-hand panel.

Ryojunko (Port Arthur)—Famous as a center of activity during the Russo-Japanese War. Engraving shows monument erected there.

Seoul—Capital of Chosen (Korea). A new and magnificent hotel has been erected here by the Chosen Railway.

Lower right-hand panel.

Taihoku—Most important seaport of Taiwan (Formosa).

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JAPAN

UNION PACIFIC

ONCE there was no Union Pacific. Beyond the Mississippi was a trackless waste—known only to buffaloes and Indians.

Then came the shifting overland trail.

Pioneers followed it toward the sunset, a long and tedious journey by prairie schooner—often dangerous.

Cumbersome freighters took a snail's pace. The Government spent $1,000,000 a year to transport supplies to a few Coast military posts.

Then brave men, encouraged by Lincoln, built the Union Pacific.

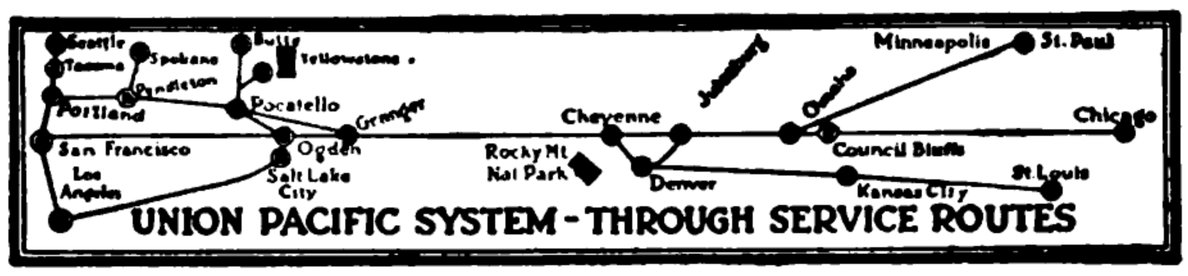
The "giant's task," as General Sherman called it, was completed in 1869. To commemorate this great deed a golden spike was driven. It has since become a symbol of civilization and prosperity.

The Union Pacific is truly a national institution—a worthy monument to early Americans.

Today, over a boulevard of steel, speed splendid passenger trains. And an almost endless procession of freight trains.

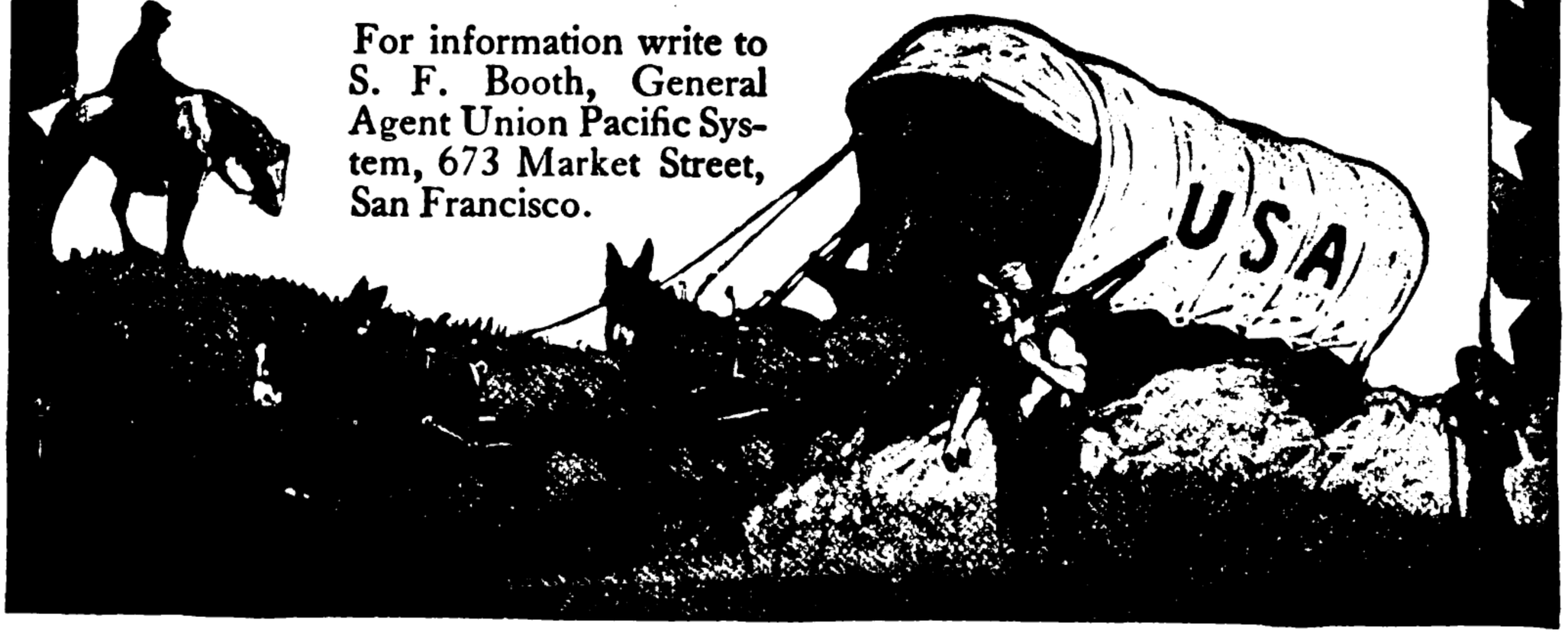
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Leave 4:00 p. m.



Arrive
Grand Canyon 7:30 a. m.
Leave . . . 7:40 p. m.



Arrive Chicago 11.15 a.m.
Leave 12.40 p.m.

Santa Fe

Arrive
New York
9.40 a.m.

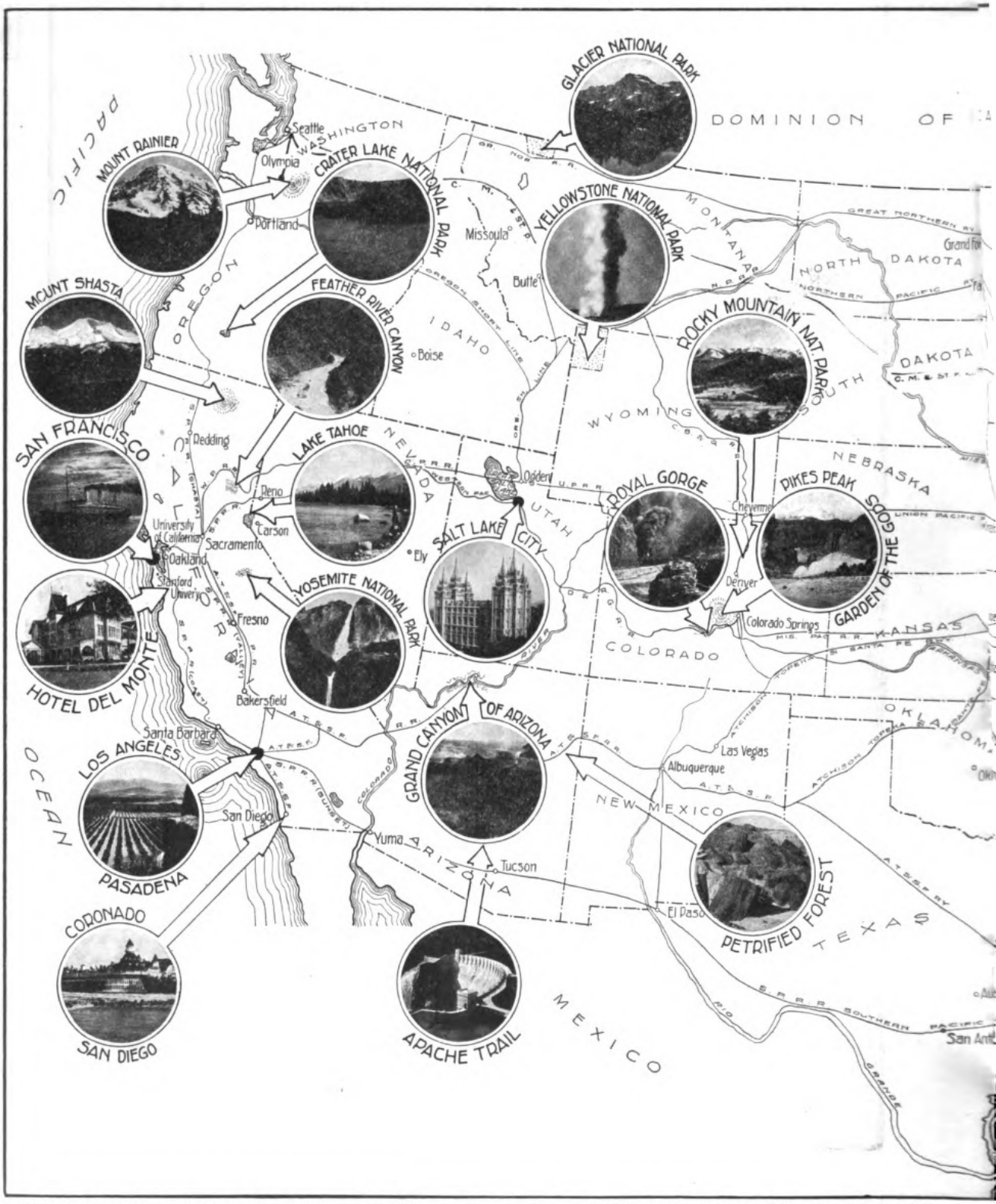


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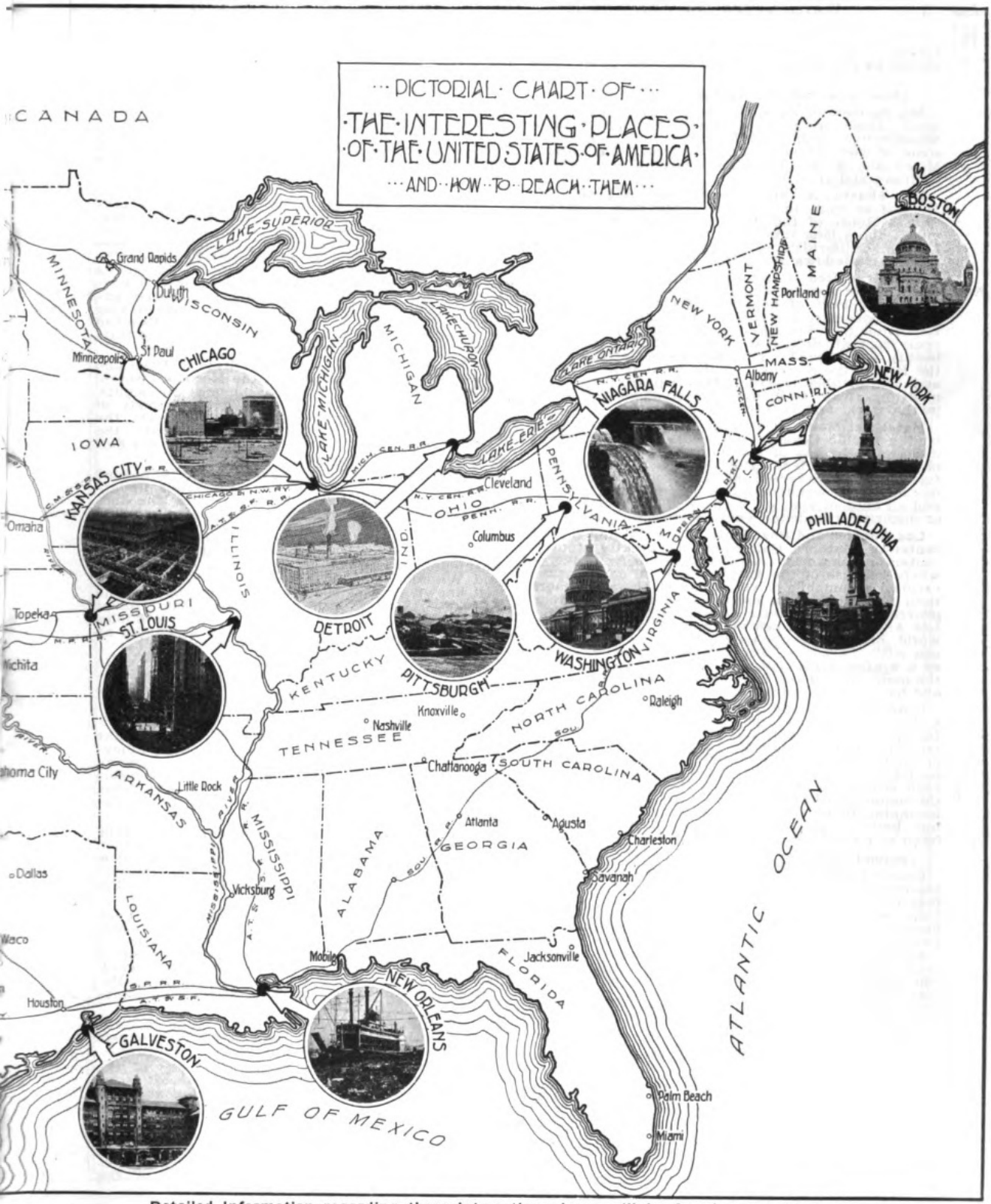
American Railroad Facilities Are Such That Trans- C
over at "These Interesting Places of A
Little Extra Cost. They Will be



The hotels whose announcements appear in these pages are recommended as the best in their respective cities.

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Continental Travelers Can Easily Arrange to Stop-America" on Their Journeys With But be Well Repaid By so Doing.



Detailed Information regarding these interesting places will be found on next page.

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JAPAN

INTERESTING PLACES OF THE UNITED STATES

Which every traveler who crosses the continent should try to visit.

Every one of the places depicted on the pictorial chart appearing on the preceding pages is easy of access, most of them being located on the main line of some great railroad system. They are well known as the "show places of America" and are as such briefly described as follows:

(First row, left hand page, top to bottom.)

Mt. Rainier—It rises nearly three miles above sea level. Dominant peak of Rainier National Park in Washington. This Park has twenty-eight glaciers, some of them of large size. Reached by Chicago, Milwaukee & St. Paul Railroad and by Oregon Railroad and Nav. Co.

Mt. Shasta—A mighty snow-capped peak over 14,000 feet high in northern California. On the Shasta Route of the Southern Pacific and plainly visible for a long time from the car windows. Mt. Lassen, California's active volcano is also visible from car windows along this route.

San Francisco—Fascinating City of the Golden Gate—celebrated in song and story, needs no description. Port of departure for the Toyo Kisen Kaisha steamers for the Orient. Just across the Bay from San Francisco is Mt. Tamalpais, a tall peak from which a view of unparalleled extent and beauty is obtained. This panorama extends from the Bay to the Sierras. At the summit is a quaint and comfortable tavern. The trip to the top is made by steam train over the crookedest railroad in the world and is intensely interesting.

Hotel Del Monte—Oldest and most famous resort on the Pacific Coast. Four hours from San Francisco. On the bay of Monterey, said to be the Bay of Naples' only rival. Del Monte has two wonderful golf courses green all the year, magnificent motor roads, wonderful bathing, fishing, hunting, and all outdoor sports. Scenery of forest and shore of inspiring grandeur. On line of Southern Pacific.

Los Angeles and Pasadena—Industrial and tourist center of southern California—the greatest tourist center in the world. Attracts visitors from everywhere because of the warm, delightful climate, unexcelled automobile drives, of which there are more than five hundred miles of paved asphalt, orange groves, splendid winter homes and great hotels. Los Angeles has grown faster than any city in the world, and covers a greater area than any American city. Pasadena close by Los Angeles is famous as a winter resort and colony. Both are served by the main lines of the Santa Fe and Southern Pacific and has some of the finest resort hotels in America.

Hotel del Coronado and San Diego—San Diego is a thriving city on the bay of the same name. It is famed for its equable climate. It is the southern terminal of the Santa Fe Railway. On the point of land opposite is Hotel del Coronado, a magnificent summer and winter resort, which is thronged each season by fashionable Eastern visitors. It is the home of polo on the Coast, the season's games beginning there and ending at Del Monte. Yachting, bathing, golf, polo, and other sports are offered to guests. Reached by Santa Fe. R. R.

(Second row, left hand page, top to bottom.)

Crater Lake, National Park—A giant lake of extraordinary blue in the crater of an extinct volcano that has no outlet or inlet. Its sides are 1000 feet high. Here are interesting lava formations and the finest of trout fishing. Reached by the Southern Pacific.

Feather River Canyon—A gigantic gorge a hundred miles long, through which the Western Pacific enters California. Magnificent scenery every foot of the way. Trains pass through Feather River Canyon in daylight. Unequalled trout fishing. At head of the Canyon is the Feather River Inn, California's newest mountain resort. This is one of the most attractive places of its kind in the world. Fine table. Station directly on the Western Pacific railroad.

Lake Tahoe—A beautiful lake thirty miles long a mile above the sea. Famous for its superb scenery. On line of the Southern Pacific.

Yosemite National Park—A valley of world wide fame in the high Sierras. Here are lofty cliffs, waterfalls of extraordinary height and beauty. Close by are the Big Trees of which there are three distinct groves. Good accommodations at the camps and hotels. Reached by Southern Pacific, Santa Fe and Yosemite Valley Railroad.

(Third row, left hand page, top to bottom.)

Glacier National Park—A rugged mountain region of unsurpassed Alpine character. It abounds in sensational scenery of marked individuality, with peaks of unusual shape and height, and precipices thousands of feet deep. It has 250 glacier-fed lakes and 60 glaciers. Reached by the Great Northern Railway.

Yellowstone National Park—Here are more geysers than in all the rest of the world together. Spouting geysers, boiling springs, mud volcanoes, many large streams and waterfalls and great lakes all combine to make it a vast wonderland. The Canyon of the Yellowstone is remarkable for its gorgeous colorings. The vast wilderness is a government preserve for bison, elk, deer, moose, antelope, bear, mountain sheep, beaver, etc., making the greatest game preserve in the world. Reached by Union Pacific System, Northern Pacific and Burlington routes.

Salt Lake City—Capital of the State of Utah and famous as the headquarters of the Mormon Church. Great temple and tabernacle among the sights. Situated on Great Salt Lake, a gigantic body of salt water a mile above the sea level. On the Union Pacific, the Denver and Rio Grande, the Western Pacific, the Southern Pacific, and the Salt Lake Route.

Grand Canyon of the Colorado—"It is beyond comparison—beyond description; absolutely unparalleled throughout the wide world," said Theodore Roosevelt. "By far the most sublime of all earthly spectacles," said Charles Dudley Warner. "A pageant of ghastly desolation and yet of frightful vitality such as neither Dante nor Milton in their most sublime conceptions ever even approached," said William Winter. From these statements by well known writers some idea of the glory of the "Titan of Chasms" can be gleaned. But it must be seen to be appreciated and no one should miss it. On the line of the Santa Fe and accounted as one of the world's greatest scenic attractions.

Apache Trail—A wonderful automobile journey to the great Roosevelt Dam, one of the giant irrigation projects installed by the Government in the Southwest. On line of the Southern Pacific.

(Fourth group, center.)

Rocky Mountain National Park—A section of the heart of the Rockies set aside for the public enjoyment. A vast collection of snowy peaks ranging from 11,000 to 14,250 feet in altitude. Remarkable records of the glacial period are to be seen here. Good accommodations. Reached by the Union Pacific system.

Royal Gorge—A tremendous chasm with walls towering a thousand feet above the river which surges through the bottom. Railroad tracks follow the stream affording wonderful views. Special sightseeing cars. On line of the Denver and Rio Grande Railroad.

Pike's Peak—Garden of the Gods—Pike's Peak towers over 14,000 feet and the Garden of the Gods is a great preserve of fantastic stone formation of rare beauty. A cog railroad ascends to the top of Pike's Peak as does also an automobile boulevard. Reached by the Denver and Rio Grande, Union Pacific System, Missouri Pacific Railway, and Santa Fe.

Petrified Forest—A wonderful formation of giant trees turned into stone in some far off cataclysm of nature. On the line of the Santa Fe Railway.

Chicago—The great manufacturing city of the Middle West and one of the most interesting of America's industrial centers. Engraving shows a bit of its Lake Front park overlooking Lake Michigan.

Kansas City—Another great industrial center of the Middle West, famous as a railroad terminal and also noted for its immense stock yards and packing plants. Engraving shows a portion of the stock yards.

Continued on Page 83

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JAPAN

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JAPAN

WORLD WIDE BUSINESS.

Continued from page 24.

manufacturers are now buying potassium chloride. When the war broke out and stopped the supply of the article from France, Japan prohibited the sale of the chemical to foreigners, at the same time encouraging its production. The only manufacturer of the article in Japan was the Japan Chemical Industry Company, its production being 500 to 600 barrels a month, and the shortage was made good by importing from the United States. But now Japan is going to sell her products to the United States. The boom in the article immediately after the opening of the war encouraged industrial workers. Having plenty of material in Japan, they started factories in many parts of the country. At the end of last year their production was far more than the consumption at home and the Japanese market was glutted.

* * * *

C. E. Bosworth, representing the United States Department of Commerce, recently arrived in Manila from Australia. Mr. Bosworth is making a tour of the world in the interest of American trade in shoes, leather and hides. After looking into conditions in the Philippines, Mr. Bosworth will go to China and thence to Europe. The chief object of his trip is to find supplies with which to relieve the present shortage in leather. His first studies were made in Australia and New Zealand. The former country is one of the few regions of the world today which is producing a surplus supply of leather. In New Zealand Mr. Bosworth met Sir Ernest Shackleton. The noted explorer showed great interest in Mr. Bosworth's mission and recommended that he get into communication with Stromness station, 400 miles south of Cape Horn, where there are millions of seals and whales whose skins would be useful in leather manufacture.

* * * *

Recently published figures show the rapidly increasing cigarette industry in Russia. In 1905 the total product of the factories amounted to 11,000,000,000, which number was doubled in 1912 and in 1915 had reached 32,000,000,000. This increase has been accompanied by a falling off in the production of cigars, which numbered 134,000,000 in 1905, but had decreased to 54,000,000 in 1915. Practically the same amount of tobacco was used each year in the period 1905 to 1915.

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Wire or wireless reservations at our expense. **MORGAN ROSS, Manager.**



BELLEVUE HOTEL

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JAPAN

WILL TEACH JIUJITSU

Mr. Allan Smith, for many years a resident of Tokyo, arrived in San Francisco on the Tenyo Maru, September 6th, and left at once for Washington to offer his services as a lecturer and trainer of jiujitsu at various training camps. He holds that in a short course of six lessons he can teach soldiers a few tricks which will enable them to disable an opponent in a hand-to-hand fight, too close for weapons. In capturing trenches, the knowledge of jiujitsu is invaluable, he says. Holder of the black belt, awarded to less than half a dozen foreigners, as a symbol of mastery of jiujitsu, Mr. Smith is regarded by the Japanese as having gone more deeply into the underlying science than the average practitioner. He has studied it as an art, so as to become able to give a clear, mechanical explanation of why a small man is able to overthrow one of superior weight. Recently Mr. Smith placed his idea of training American conscripts before Capt. Karl F. Baldwin, military attache, and Commander Horne, naval attache, at the United States Embassy in Tokyo, who forwarded it as an application to the authorities in charge of training camps.

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JAPAN

EDITORIAL

Continued from page 28

recent of these attractions is the famous Diamond Mountain of Korea, which the tourist may now reach by motor road. Diamond Mountain or Kongo-san is an extraordinary collection of peaks in the east central part of Korea and the place has been held in great veneration by Buddhists for centuries. The mountain covers an area of about twenty-five square miles and in this area are no less than twelve thousand peaks of rugged granite. Most of them are of grotesque form and they tower high above the dense forest at their base. Ice cold streams pour through the innumerable chasms and canyons adding greatly to the beauty and attractiveness of the place.

For centuries the mountain has been considered sacred, occupying the same position in Korea as Tai Shan in China. When Buddhism was at its height more than one hundred monasteries stood on the mountain, all of them built in gorgeous style and occupied by colonies of monks and nuns numbering many thousands. Some of these establishments were destroyed by fire and were not rebuilt, but some forty or fifty remain in a good state of preservation.

The place has been known to foreigners by reputation for many years but only a few travelers have ever visited it. In former years there were many good roads leading to the mountain, but as interest in Buddhism declined these roads were allowed to disappear and for half a century or more the place was almost inaccessible. Now all the roads have been repaired and widened and a good foreign style hotel has been built at a village at the foot of the mountain. Those who desire it can make a trip to Diamond Mountain a part of the Japan-China Overland Tour.

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PEOPLE TALKED ABOUT.

Continued from page 31.

and trading concern of New York, was a passenger outbound, en route to Russia on business for his firm.

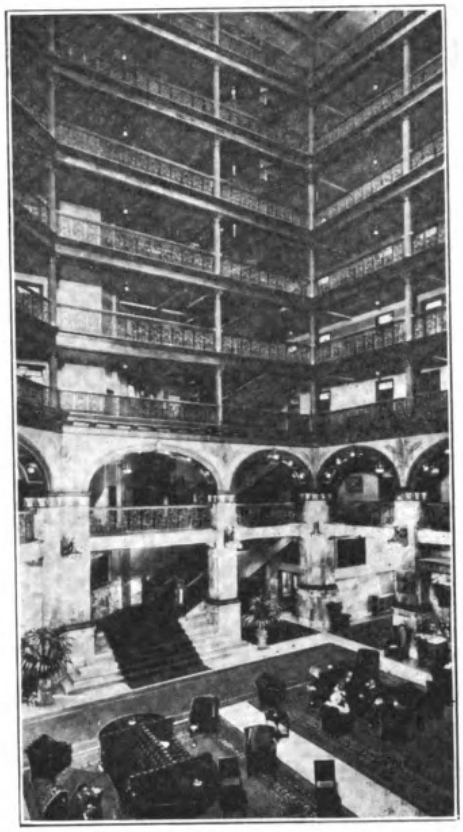
M. S. H. Frank, prominent exporter and importer of Oriental merchandise with headquarters in San Francisco, sailed for Japan and China on the Korea Maru, on a trip in which he will combine business and pleasure. Mr. Frank is well known in mercantile circles in San Francisco, having been in business here for many years.

Dale Bumstead, manager of the Du Pont Nemours Powder Company with headquarters in Chicago, was a passenger on the Korea Maru. He was accompanied by Mrs. Bumstead and son. The latter will go with them only as far as Honolulu. Mrs. Bumstead, besides being a social favorite in Chicago, her home city, is known as one of the most experienced sportswomen in America. She has hunted big game from Alaska to Panama, from Labrador to Baja, California, and has numerous trophies of her skill with the rifle. If present plans are carried out, the Bumsteads will spend some time big game shooting in China and Siberia before continuing on their journey around the world.

Sir John Jordon, the British Minister to China, sailed from San Francisco on the Siberia Maru, September 1st, after a short visit to California. He was accompanied by Mr. Archibald Rose, Secretary of the British Legation at Peking.

Marchesa C. C. Confeloniere, wife of the Italian Ambassador to Japan, sailed for Tokyo on the Siberia Maru. She was accompanied by her daughter and by Capt. E. E. Fenzi, Naval Attache to the Italian Embassy at Tokyo.

Mr. and Mrs. D. W. Biggar and Mr. R. E. Bergeron were passengers on board the Siberia Maru, bound for China. Mr. Biggar and Mr. Bergeron will represent the American Express Company on the China Coast.



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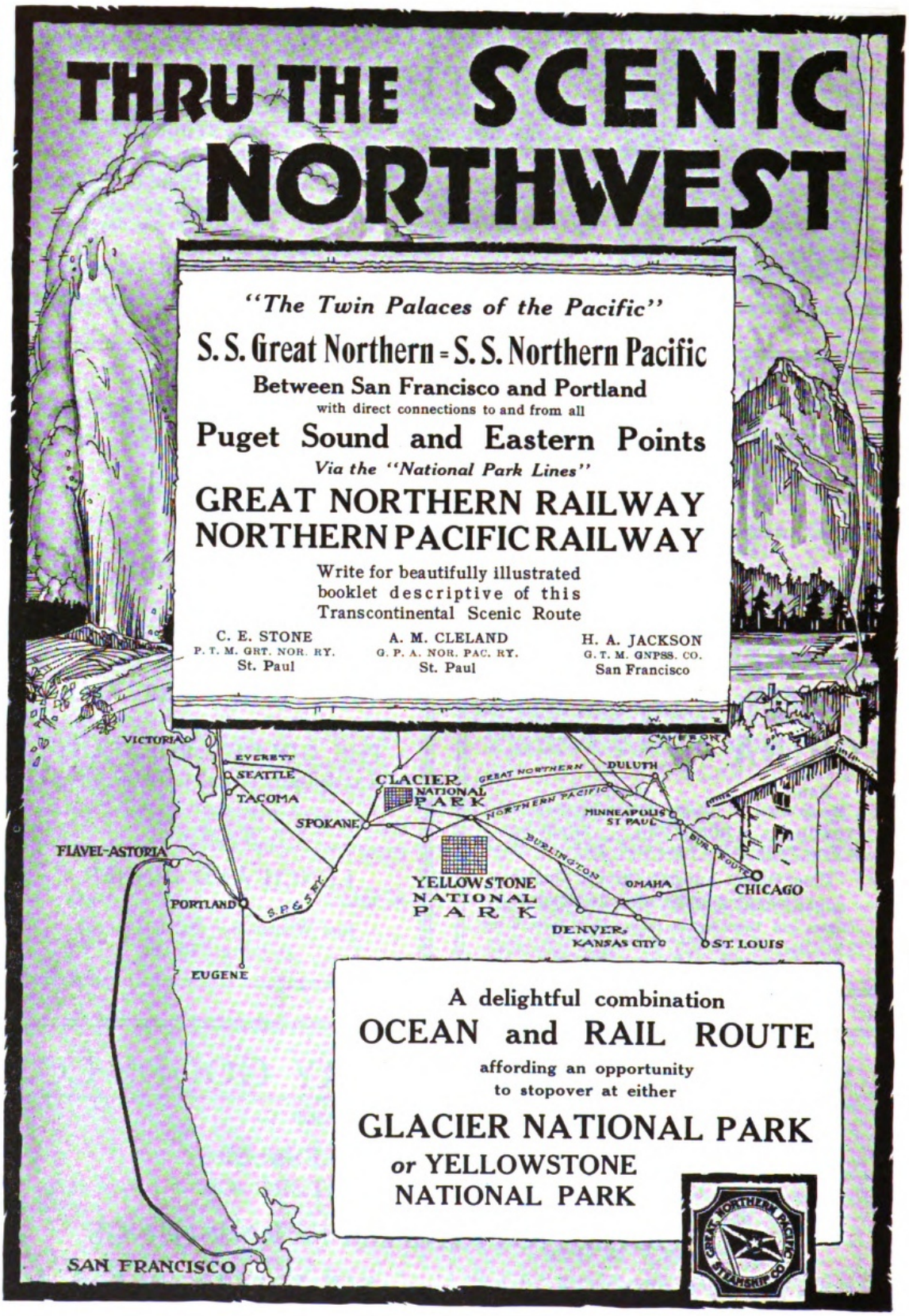
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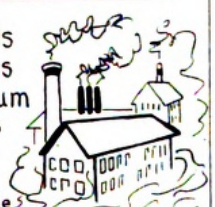
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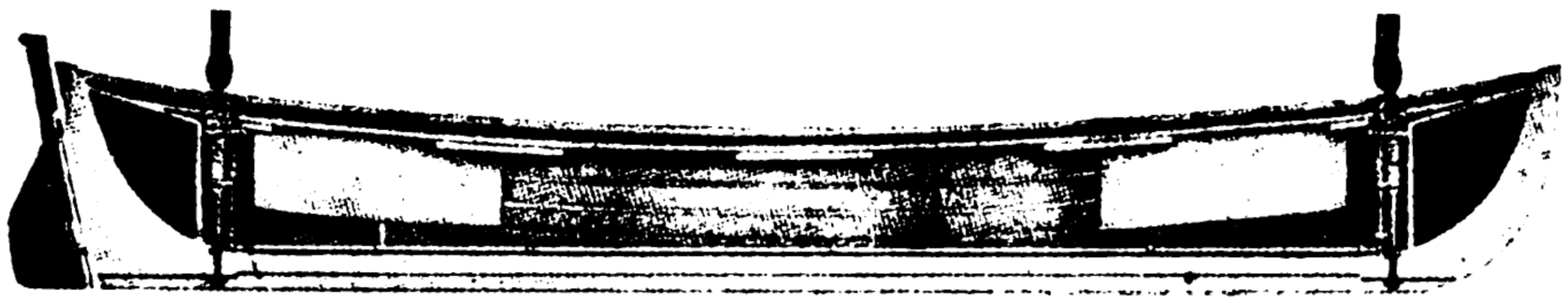
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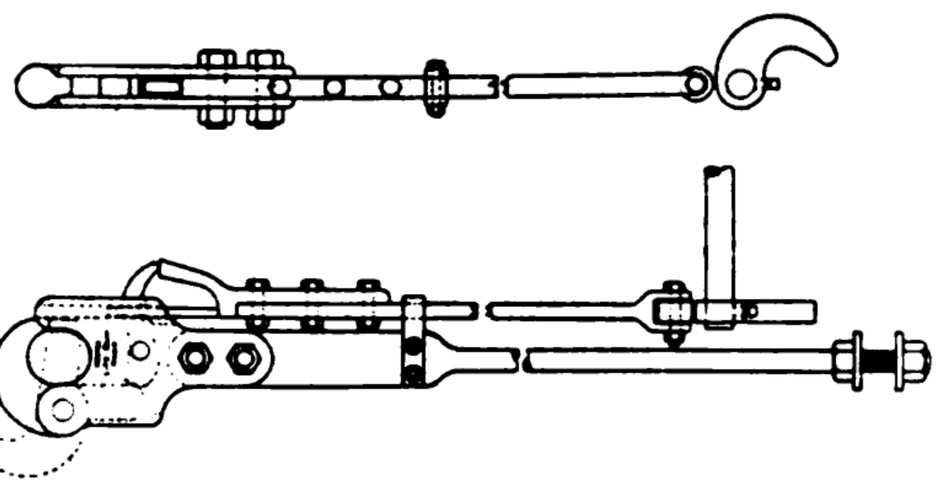
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A COMPREHENSIVE TOUR.

Continued from page 29.

natural amphitheatre in which the Ming Tombs are located.

Moukden is interesting not only as the ancient capital of the Manchus, but as the scene of the Battle of Moukden, which was fought during the Russo-Japanese War. The ancient Manchus palaces still stand in the center of the city and are kept in a good state of repair, though most of the art treasures have been removed to Peking.

Seoul is attracting more visitors each year, for the traveler there has no longer to undergo the hardships of living in second-class hotels or native inns. A remarkably good hotel has recently been opened at Seoul. The old Korean Palace, as well as the extensive grounds which surround it, can be visited at almost any time. Even more interesting than this home of royalty is the daily life of the Koreans, as seen on the streets of Korea's principal city.

At Fusan the traveler leaves the Korean Railway for a steamer to Shimonoseki. The rest of the trip is made over the Imperial Government Railways of Japan through Kobe, Osaka, Kyoto, Nagoya, and Kozu to Yokohama. Side trips to Nara and to the Sacred Island of Miyajima are provided without additional charge.

If travelers desire they may start on this tour at Yokohama and rejoin the steamer at Shanghai, but it will usually be found more convenient to start the trip at Shanghai, as sailings for America are more frequent from Yokohama than from Shanghai.

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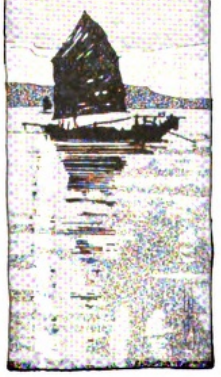
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TRAVEL INFORMATION



TOYO KISEN KAISHA is the largest steamship company operating between San Francisco, Japan and the Orient. It maintains fast and frequent service across the Pacific, following the "Pathway of the Sun" along the semi-tropic route. This is one of the most delightful ocean voyages in the world, as it carries the passenger over smoothest seas and, by touching at Honolulu, affords a pleasant break in the journey. The steamers of this line are of the very most advanced types, having been built especially for this service.

The fleet consists of vessels of various sizes, from the giant liners of 22,000 tons to the smaller but no less comfortable vessels of 10,000 tons.

Detailed description of the fleet and the sailings, together with a full list of company agents, are found in the following pages.

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FLEET and SAILINGS - -

TOYO KISEN KAISHA at the present time operates the finest passenger steamers in its trans-Pacific service between San Francisco and the Orient (North American Line) as well as a large number of vessels in its freight service on this route. In addition to this it operates three great freight carriers, which have accommodations for first, second and third-class passengers on its South American line, operating between the west coast of South America (as far south as Valparaiso) and the Orient, touching at Central American, Mexican and North American ports enroute.

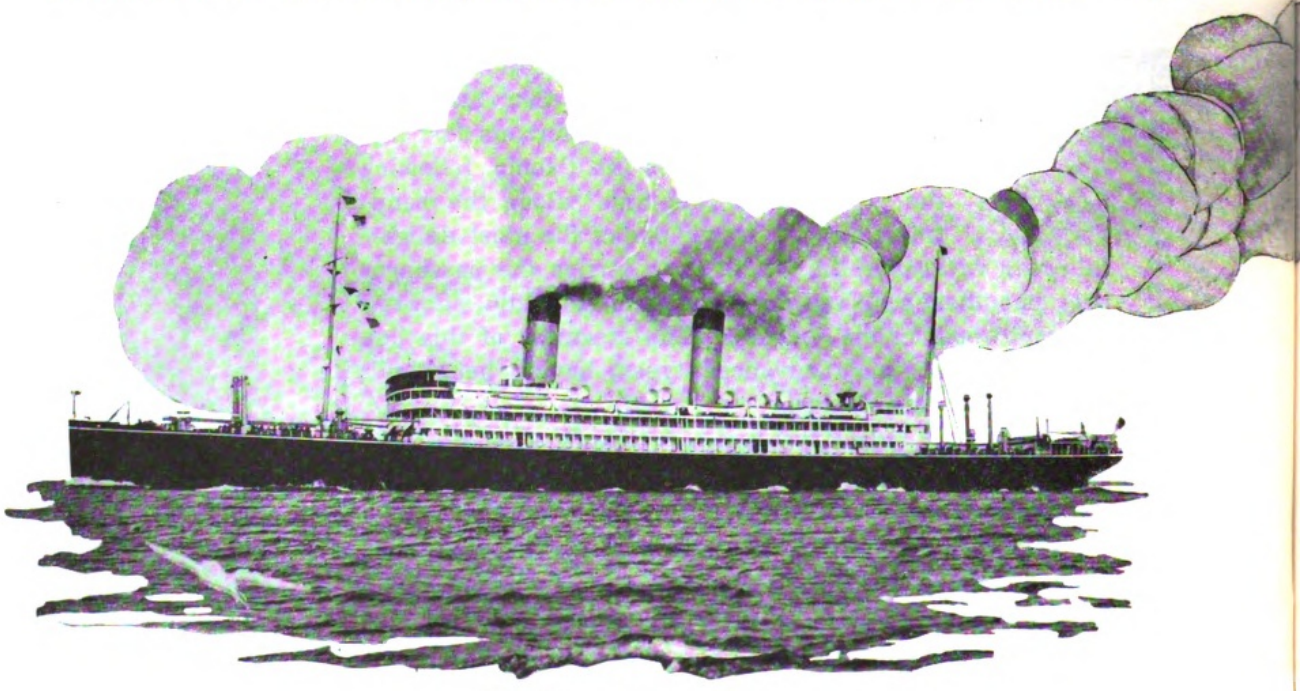
The passenger fleet of the North American line consists of the following:

Shinyo Maru, triple screw, 22,000 tons;
Siberia Maru, twin screw, 20,000 tons;
Nippon Maru, twin screw, 11,000 tons;
Tenyo Maru, triple screw, 22,000 tons;
Korea Maru, twin screw, 20,000 tons;
Persia Maru, single screw, 9,000 tons.

DESCRIPTION OF STEAMERS.

The Shinyo and Tenyo Maru are sister ships of 22,000 tons displacement. They are driven by triple screw turbine engines which account for an utter absence of vibration and a speed of 21 knots per hour. These ships are as finely equipped in every detail as the best first-class hotels on shore, and leave nothing to be desired in service or table. The total length of the deck areas measures almost a mile, giving ample opportunity for exercise and promenade.

The Korea Maru and Siberia Maru are somewhat smaller than the above mentioned, being of 20,000 tons displacement and are driven by twin screw engines. They



S. S. Shinyo Maru

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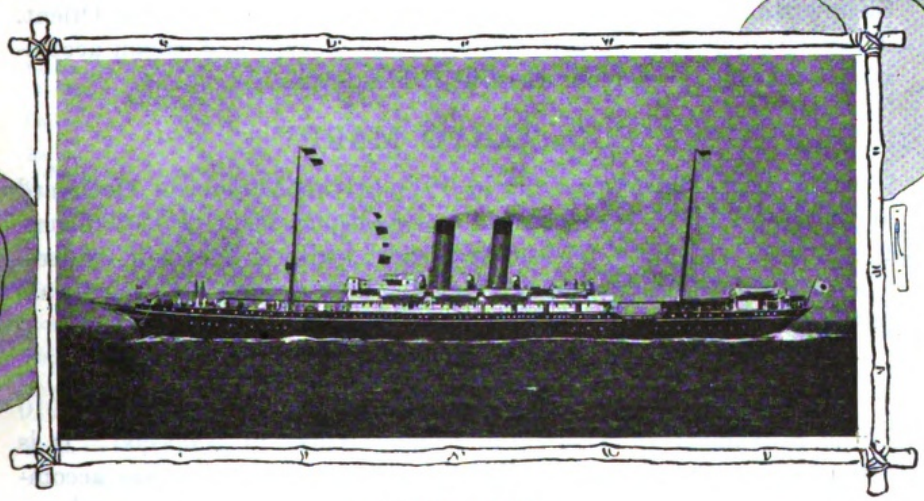
were built especially for the trans-Pacific trade and are exceptionally comfortable.

The Nippon Maru, 11,000 tons, and the Persia Maru, 9,000 tons, are called the intermediate steamships and have accommodations for 110 first-class passengers. The passenger accommodations are amidships, all rooms being located on the upper and bridge decks, thus affording plenty of light and ventilation. All rooms are large and well furnished. There are numerous baths and lavatories which afford ample accommodations for all passengers. One class of saloon passengers only (first-class) is carried. On these ships they have all the privileges of the steamer heretofore accorded to the passengers of steamers carrying first-class passengers including dining room, music room, promenade decks, etc.

The route traversed by the Toyo Kisen Kaisha ships is through smooth semi-tropic waters and the balmy days and nights permit of life in the open air, on the broad decks nearly every hour of the voyage—a fact to be considered by travelers in selecting the route for their trans-Pacific voyage.

RATES AND ARRANGEMENTS.

The table of rates which appears on page 70 is subject to change without notice. Travelers are requested to call upon the nearest agents as shown on other pages in order to secure positive information in planning their trip.



S. S. Nippon Maru.

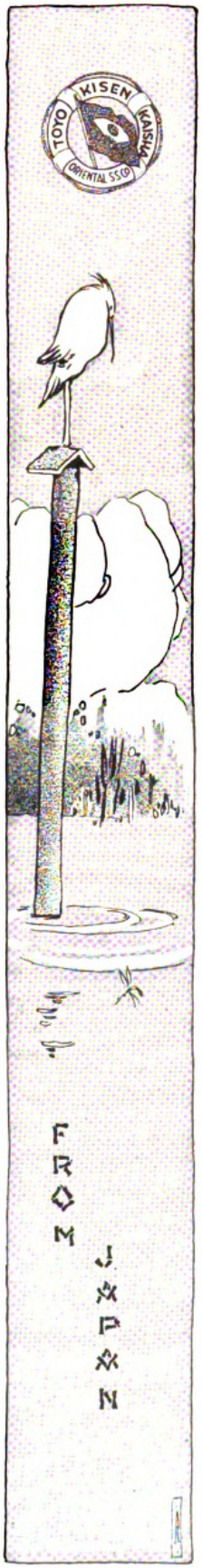
RAIL BETWEEN PORTS OF JAPAN.

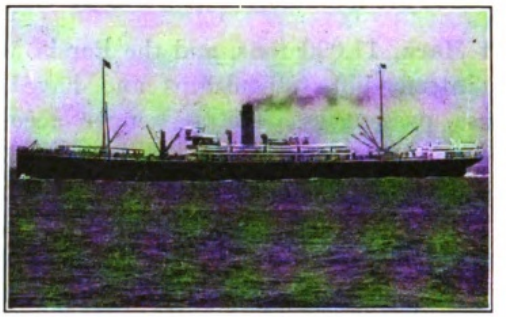
Passengers holding first-class through tickets who desire to avail themselves of the overland rail journey from Yokohama to Kobe to Nagasaki can obtain such transportation free on application to the Purser, but no refund or allowance will be made for the unused part of the steamer ticket.

FLEET & SAILINGS

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JAPAN





S. S. ANYO MARU
One of the big steamers on the South American Line.

Toyo Kisen Kaisha Trans-pacific Service to South America

In connection with Transpacific service to North America, Toyo Kisen Kaisha also operates a line of steamers from Hongkong to Valparaiso (South America) via Moji, Kobe, Yokohama, Honolulu, San Francisco, San Pedro (Los Angeles), Salina Cruz, Balboa (Ancon), Callao, Arica and Iquique.

The steamers on this line are in through round trip service between China and Japan ports and Southern Chile via San Francisco and west coast ports of North and South America, as shown above. Steamers do not call at San Pedro on their return voyage to the Orient. These steamers are all new and of the latest type and saloon accommodations are offered on them at reduced rates.

S. S. "ANYO MARU"

The Anyo Maru was built in 1913 at the Mitsubishi Dockyard and Engine Works, Nagasaki, and has a displacement of 18,500 tons. It is 466 feet in length, 58 feet in breadth, with a depth of 38 feet. The Anyo Maru has accommodations for first, second and third-class passengers.

S. S. "KIYO MARU"

This steamer is of 17,200 tons displacement. It was built in 1910 in the Mitsubishi Dockyard and Engine Works at Nagasaki. It is 470 feet long, 55 feet beam and 31 feet in depth. There are accommodations for a limited number of first-class passengers and for a large number of second and third-class.

S. S. "SEIYO MARU"

This vessel is 14,000 tons displacement and was built by Russell & Company, Port Glasgow, in 1913. It has accommodations for first, second and third-class passengers. It is 404 feet in length, with a breadth of 52 feet.

The following schedule of sailings for 1917 and 1918 is subject to change without notice, supersedes all other issues to date.

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SAILING SCHEDULE OF SOUTH AMERICAN LINE

(SCHEDULE No. 9-A.)
1917—1918

ISSUE OF NOV. 12th, 1916. **Superseding all issues to Date.**
Subject to Change Without Notice.

OUTWARD

PORTS	Leave Arrive	A.M. or P.M.	STEAMERS						
			KIYO MARU Voy. 15	ANYO MARU Voy. 8	SEIYO MARU Voy. 8	KIYO MARU Voy. 16	ANYO MARU Voy. 9	SEIYO MARU Voy. 9	KIYO MARU Voy. 17
Hongkong....	Leave	P.M.	Jan. 9	Mar. 20	May 10	July 11	Sept. 11	Nov. 8	Jan. 9
Moji.....	Arrive	A.M.	" 14	" 25	" 15	" 16	" 16	" 14	" 15
	Leave	A.M.	" 16	" 26	" 16	" 17	" 17	" 15	" 16
Kobe.....	Arrive	A.M.	" 17	" 27	" 17	" 18	" 18	" 16	" 17
	Leave	P.M.	" 18	" 28	" 18	" 19	" 19	" 17	" 18
Yokohama...	Arrive	A.M.	" 20	" 30	" 20	" 21	" 21	" 19	" 20
	Leave	P.M.	" 23	Apr. 2	" 24	" 25	" 25	" 23	" 24
Honolulu.....	Arrive	A.M.	Feb. 6	" 16	June 8	Aug. 9	Oct. 9	Dec. 8	Feb. 8
	Leave	P.M.	" 6	" 16	" 8	" 9	" 9	" 8	" 8
Hilo.....	Arrive	P.M.	" 7	" 17	" 9	" 10	" 10	" 9	" 9
	Leave	P.M.	" 8	" 18	" 10	" 11	" 11	" 10	" 10
San Francisco	Arrive	A.M.	" 18	" 27	" 19	" 20	" 20	" 19	" 19
	Leave	P.M.	" 20	" 29	" 21	" 22	" 22	" 21	" 21
Los Angeles..	Arrive	A.M.	" 22	May 1	" 23	" 24	" 24	" 23	" 23
(San Pedro)	Leave	P.M.	" 24	" 2	" 24	" 26	" 25	" 24	" 25
Salina Cruz..	Arrive	A.M.	Mar. 5	" 10	July 2	Sept. 3	Nov. 2	Jan. 1	Mar. 5
	Leave	P.M.	" 5	" 10	" 2	" 3	" 2	" 1	" 5
Balboa.....	Arrive	P.M.	" 11	" 15	" 8	" 9	" 7	" 7	" 11
(Panama)	Leave	P.M.	" 12	" 17	" 10	" 10	" 9	" 9	" 12
Callao.....	Arrive	A.M.	" 18	" 23	" 16	" 16	" 15	" 15	" 18
	Leave	P.M.	" 22	" 28	" 21	" 21	" 20	" 20	" 23
Arica.....	Arrive	A.M.	" 28	June 2	" 26	" 26	" 25	" 25	" 28
	Leave	P.M.	" 28	" 2	" 26	" 26	" 25	" 25	" 28
Iquique.....	Arrive	A.M.	" 29	" 3	" 27	" 27	" 26	" 26	" 29
	Leave	P.M.	" 29	" 3	" 28	" 28	" 27	" 26	" 29
Valparaiso....	Arrive	P.M.	Apr. 2	" 7	Aug. 1	Oct. 2	Dec. 1	" 30	Apr. 2

OUTWARD

PORTS	Leave Arrive	A.M. or P.M.	STEAMERS						
			KIYO MARU Voy. 15	ANYO MARU Voy. 8	SEIYO MARU Voy. 8	KIYO MARU Voy. 16	ANYO MARU Voy. 9	SEIYO MARU Voy. 9	KIYO MARU Voy. 17
Valparaiso....	Leave	P.M.	Apr. 4	June 9	Aug. 3	Oct. 4	Dec. 3	Feb. 1	Apr. 4
Iquique.....	Arrive	A.M.	" 12	" 18	" 12	" 13	" 12	" 10	" 13
	Leave	P.M.	" 15	" 20	" 14	" 15	" 14	" 12	" 15
Callao.....	Arrive	P.M.	" 19	" 23	" 17	" 18	" 18	" 15	" 18
	Leave	P.M.	" 20	" 24	" 18	" 19	" 19	" 16	" 19
Balboa.....	Arrive	P.M.	" 27	July 1	" 25	" 26	" 26	" 23	" 26
(Panama)	Leave	P.M.	" 28	" 2	" 26	" 27	" 27	" 24	" 27
Salina Cruz..	Arrive	A.M.	May 4	" 7	Sept. 1	Nov. 2	Jan. 2	Mar. 2	May 3
	Leave	P.M.	" 4	" 7	" 1	" 2	" 2	" 2	" 3
San Francisco	Arrive	A.M.	" 14	" 17	" 12	" 12	" 12	" 13	" 13
	Leave	P.M.	" 16	" 19	" 14	" 14	" 14	" 15	" 15
Honolulu.....	Arrive	A.M.	" 26	" 29	" 24	" 24	" 24	" 25	" 25
	Leave	P.M.	" 26	" 29	" 24	" 24	" 24	" 25	" 25
Yokohama...	Arrive	A.M.	June 12	Aug. 15	Oct. 12	Dec. 12	Feb. 10	Apr. 12	June 12
	Leave	P.M.	" 16	" 19	" 16	" 16	—	—	—
Kobe.....	Arrive	A.M.	" 18	" 21	" 18	" 18	—	—	—
	Leave	P.M.	" 20	" 25	" 21	" 21	—	—	—
Moji.....	Arrive	P.M.	" 21	" 26	" 22	" 22	—	—	—
	Leave	P.M.	" 23	" 27	" 24	" 24	—	—	—
Hongkong....	Arrive	P.M.	" 28	Sept. 1	" 29	" 29	—	—	—

Subject to change without notice and passengers should ascertain from the Company's agents at ports, the exact date and hour of departure.

HEAD OFFICE:—Tokyo, Japan. Telegraphic Address **"TOYOKISEN."**
GENERAL OFFICE:—Yokohama.

Hongkong.
Toyo Kisen Kaisha, King's Building.

Moji, Japan.
Mitsui Bussan Kaisha.

Kobe, Japan.
Toyo Kisen Kaisha, No. 83, Kyo-machi.

Honolulu, T. H.
Castle & Cooke, Ltd.

San Francisco, Cal.
Toyo Kisen Kaisha, Merchant's National Bank Building, 625 Market Street.

San Pedro, Los Angeles.
The Southern Pacific Co.

Manzanillo, Mexico.
Felmon F. Gurza, National Railway of Mexico.

Salina Cruz, Mexico.
Guillermo Quijano,
Tehuantepec National Railway Co.

City of Mexico.
N. Kobayashi.

Balboa, Panama.
Panama Agencies Co.

Lima, Peru.
W. R. Grace & Co.

Callao, Peru.
W. R. Grace & Co.

Arica, Chile.
Nitrate Agencies.

Iquique, Chile.
Nitrate Agencies.

Valparaiso, Chile.
W. R. Grace & Co.



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ABOUT TICKETS

TOYO KISEN KAISHA maintains its own agents in the principal cities of the world, thus enabling travelers to secure definite information regarding rates and sailings at all times. The full list of these representatives is given below, and they will be glad to give any service in their power to those who request their assistance. As these men are all recognized authorities on travel matters, travelers will find it to their advantage to avail themselves of their service and advice whether their plans are for the transpacific journey or for travel in America or any other country in the world.

TOYO KISEN KAISHA
Head Office: Tokyo, Japan
General Office: Yokohama

San Francisco Office:
Fourth Floor, Merchants National Bank Building
625 Market St.

AGENTS IN THE UNITED STATES, CANADA AND MEXICO

Atlanta, Ga.
C. M. Evans, 80 Peachtree St.

Baltimore, Md.
J. Howard Eager & Co., 306 North Charles St.
W. B. Johnson, D. F. & P. A., 29 W. Baltimore St.
A. W. Robson, 127 E. Baltimore St.

Birmingham, Ala.
Norton England, 710-14 Brown Marx Bldg.
C. M. Evans, 309-314 Brown Marx Bldg.

Boston, Mass.
Thomas Cook & Son, 332 Washington St.
Raymond & Whitcomb, 300 Washington St.
E. C. Pate, 218 Old South Bldg.
J. F. Ryan. 218 Old South Bldg.
S. W. Manning, Gen. New England Agt., 336 Washington St.
J. H. Glynn, New Eng. Agt., 12 Milk St.
Marster's Tours, 248 Washington St.
Cunard Line, 126 State St.
Am. Express Co., 43 Franklin St.

Buffalo, N. Y.
S. C. Chiles, 11 East Swan St.

Chicago, Ill.
W. G. Neimyer, G. A., 31 W. Jackson Blvd.
J. E. Courtney, G. A., 234 So. Clark St.
Thomas Cook & Son, 15 E. Jackson Blvd.
C. L. Keith, C. T. A., C. M. & St. P. Ry. Co., 52 W. Adams St.
F. E. Scott, Union Ticket Offices.
Raymond & Whitcomb, 632 South Michigan Blvd.
G. T. Gunnip, G. A. Pass. Dept., 78 E. Jackson St.
A. J. Puhl, C. B. & Q. Ry.
Cunard Line, Dearborn and Randolph Sts.
Am. Express Co., 23 West Monroe St.

Chattanooga, Tenn.
E. R. Jennings, 205 James Bldg.

Cincinnati, Ohio.
J. A. Steltenkamp, 427 Walnut St.
J. E. Clark, G. A., 409 Traction Bldg.
C. M. Knox, 5 E. 4th St.

Cleveland, Ohio.
The Collver-Miller Co., 2033 East Ninth St., Cleveland Trust Bldg.
Akers, Folkman & Lawrence, 733 Euclid Ave.
J. H. Harper, G. A., 312 Williamson Bldg.

Colorado Springs. Colo.
A. C. Wilson, 123 East Pikes Peak Ave.

Denver, Colo.
A. McFarland. 1700 Stout St.
J. P. Hall, G. A. Pass. Dept., 601 17th St.
H. F. Kern, G. A., Suite 313 Ry. Exch. Bldg.

Detroit, Mich.
Raymond & Whitcomb, 69 Fort St. W.
E. A. Macon, G. A., 221 Majestic Bldg.

El Centro, Cal.
Security Commercial & Savings Bank.

Fort Worth, Tex.
J. E. Woodfin, 400 Cotton Exchange.

Fresno, Cal.
E. C. Preston

Grand Junction, Colo.
W. B. Kenney, G. A.

Hot Springs, Ark.
Leon Numainville

Indianapolis, Ind.
W. J. Frost, 1210 Merchants Bank Bldg.

Joplin, Mo.
M. S. Kitchen, 114 West Fourth St.

Kansas City, Mo.
L. R. Welsh, 707 Walnut St.
Geo. W. Hagenbuch, G. A. Pass. Dept., 905 Main St.
E. C. Roxbury, 1308 Waldheim Bldg.
C. T. Collette, 101 Bryant St.

Los Angeles, Cal.
California Savs. Bank, D. F. Robertson, Mgr. S. S. Dept., 4th and Spring Sts.
Southern Pacific Co.
E. S. Blair, G. A., 702 So. Spring St.
Thomas Cook & Son Hotel Alexandria.
H. B. Rice Co., California Savings Bank.
D. W. Ferguson, 604 South Spring St.
Equitable S. S. Agency, 1st and Spring Streets.

Louisville, Ky.
Paul Escott, 304 Paul Jones Bldg.

Manzanillo, Mex.
Filamon F. Garza, Natl. Rys. of Mexico.

Memphis, Tenn.
H. D. Wilson, 58 N. Main St.

Minneapolis, Minn.
A. B. Ayers, G. A., Metropolitan Life Bldg.
O. E. Brecke, 121 South Third St.
W. B. Chandler, 501 Marquette Ave.
Nils Nilsen, 127 S. Third St.
Cunard Line, Metropolitan Life Bldg.

Montreal, Que., Canada.
Thomas Cook & Son, 530 St. Catherine St., W.

Nashville, Tenn.
J. F. Gaffney, Jr. Maxwell House Corner.

New York, N. Y.
L. H. Nutting, G. E. P. A., 39 and 366 and 1158 Broadway.
R. C. Nichol, G. A., 1842 Woolworth Bldg., 233 Broadway.
Thomas Cook & Son, 245 Broadway.
Raymond & Whitcomb, 225 Fifth Ave.
McCann's Tours, 1328 Broadway.
Geo. C. Dillard, 377 and 1232 Broadway.
Frank Tours, 398 Broadway.
Marster's Tours, 1246 Broadway.
Gillespie, Kinports and Beard, 309 5th Ave.
The Cunard S. S. Co., 21-24 State St.
Am. Express Co., 65 Broadway.
Am. Express Co., 118 West 39th St.
Frank C. Clark, Times Building.
Edwin H. Low's Steamship Agency, 1223 Broadway.

Ogden, Utah.
F. Fouts, Eccles Bldg.

Omaha, Neb.
H. G. Bock, G. A., 309 South 14th St.

Pasadena, Cal.
J. H. Pearman, 167-9 Colorado St.
D. F. Robertson, Manager S. S. Dept., Crown City Trust & Savings Bank.

Philadelphia, Pa.
Thomas Cook & Son, 137 South Broad St.
Raymond & Whitcomb, 1005 Chestnut St.
S. B. St. John, G. A. Pass. Dept., 711 Chestnut St.
F. T. Brooks, D. F. & P. A., 1600 Chestnut St.
Cunard Line, 1300 Walnut St.
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The Land Title & Trust Co., Broad and Chestnut Sts.

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C. G. Herring, Park Bldg., 5th Ave. and Smithfield St.

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Dorsey B. Smith, 116 Third St.
W. C. McBride, 124 Third St.

Pueblo, Colo.
O. O. Stanchfield, G. A.

Redlands, Cal.
First National Bank.

Riverside, Cal.
First National Bank.

Sacramento, Cal.
W. C. Dibblee, 729 K St.

Salt Lake City, Utah.
W. C. Howe, Judge Bldg.

San Jose, Cal.
J. Q. Patton, 42 East Santa Clara St.

San Diego, Cal.
American National Bank.

Stockton, Cal.
E. L. Gamble, Western Pacific Ry. Depot.

St. Joseph, Mo.
C. F. Lechler. 428 Felix St.

St. Louis, Mo.
J. L. Hohl, G. A., 826 Pierce Bldg.
J. M. Griffin, 318 North Broadway
Geo. C. Chambers, G. A. Pass. Dept., 209 N. Seventh St.
A. G. Little, 1002 Olive St.

San Antonio, Tex.
W. D. Young, 202 East Houston St.

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Toronto, Ont., Canada.
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Thomas Cook & Son, 65 Yonge St.

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R. E. McDonald, 407 Granville St.

Victoria, B. C.
J. G. Thomson, 1003 Government St.

Wichita, Kan.
C. K. Bothwell, cor. Douglas and Wichita Sts.

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Cunard S. S. Co., 304 Main St.

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A. J. Poston, 911 G. St., North West.

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Honolulu.....Castle & Cooke, Ltd.

AGENTS IN MEXICO, CENTRAL AND SOUTH AMERICA.

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Lima, Peru.....W. R. Grace & Co.
Callao, Peru.....W. R. Grace & Co.
Arica, Chile.....Nitrate Agencies
Iquique, Chile.....Nitrate Agencies
Valparaiso, Chile...W. R. Grace & Co.

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London, Eng......Thos. Cooper, 49 Leadenhall St., E. C.
London, Eng......Thos. Cooper, 21 Cockspur St., S. W.
Petrograd.....International Sleeping Car Co.
Moscow.....International Sleeping Car Co.

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McIlwraith, MacEacharn & Co., Proprietary Ltd.
Brisbane.....Burns, Philp & Co., Ltd.
Melbourne.....Thomas Cook & Son, Burns, Philp & Co., Ltd.
McIlwraith, MacEacharn & Co., Proprietary, Ltd.
Sydney.....Thomas Cook & Son.
Burns, Philp & Co., Ltd.

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Amoy.....Douglas, Lapraik & Co.
Bangkok.....Siam Forest Co., Ltd.
Batavia.....The Borneo Co., Ltd.
Bombay.....Thomas Cook & Son, Cox's. Shipping Agency, Ltd.
Grindlay & Co.
Calcutta.....Thomas Cook & Son, Jardine, Skinner & Co.
Grindlay & Co., Balmer Lawrie & Co.
Canton.....T. E. Griffith.
Chefoo.....Cornabe, Eckford & Co.
Chemulpo.....Carl Wolter & Co.
Colombo.....Thomas Cook & Son, Delmege, Reid & Co.
Dairen.....Cornabe, Eckford & Co.
Delhi.....Thomas Cook & Son.
Foo Chow.....Bathgate & Co.
Fusan.....Holme, Ringer & Co.
Hankow.....Westphal, King & Ramsay, Ltd.
Harbin.....International Sleeping Car Co.
Hong Kong.....Toyo Kisen Kaisha
Karachi.....Forbes, Forbes, Campbell & Co.
Keelung, Formosa, Tait & Co.
Kobe.....Toyo Kisen Kaisha
Macao.....De Souza & Co.
Moji.....Mitsui Bussan Kaisha
Madras.....Walker & Co.
Manila.....Toyo Kisen Kaisha.
Masampo.....Holme, Ringer & Co.
Nagasaki.....Holme, Ringer & Co.
Newchang.....A. Van Ness & Co.
Pekin.....Thos. Cook & Son.
Penang.....Sandilands, Buttery & Co.
Rangoon.....Thomas Cook & Son.
Seoul.....L. Rondon & Co.
Saigon.....W. V. G. Hale & Co.
Samarang.....Burns, Philp & Co.
Seoul.....L. Rondon & Co.
Shanghai.....Toyo Kisen Kaisha.
Singapore.....McAlister & Co., Ltd.
Sourabaya.....Burns, Philp & Co., Ltd.
Swatow.....Bradley & Co.
Tsingtau.....Cornabe, Eckford & Co.
Tientsin.....Liddell Bros. & Co.
Vladivostock.....Kunst & Albers.
Yokohama.....Toyo Kisen Kaisha.

FOR FREIGHT RATES AND INFORMATION APPLY TO ANY OF THE FOLLOWING OR THEIR AGENTS:

Atchison, Topeka & Santa Fe Railway Co.:

Chicago....G. T. Gunnip, G. A. Pass. Dept., 70 East Jackson St.
H. C. Van Doorn, Foreign Frt. Agt., Railway Exchange Bldg.
J. F. Thompson, General Agent, Frt. Dept., 1133 Railway Exchange Bldg.
New York..Geo. C. Dillard, Gen. East. Pass. Agt., 377 and 1232 Broadway.
Robert H. Mills, General Eastern Frt. Agent, 377-379 Broadway.
St. Louis...Geo. C. Chambers, G. A., Pass. Dept., 209 North 7th Street.
J. C. Sartelle, General Agent, 209 North 7th Street.

Southern Pacific Company:

Chicago....W. G. Neimyer, Gen. Agt., 31 West Jackson Blvd.
New York..L. H. Nutting, G. E. Pass. Agent, 39 and 366 and 1158 Broadway
O. P. Bartlett, General Eastern Freight Agt., 366 Broadway.
St. Louis...A. G. Little, G. A., 1002 Olive St.

Western Pacific Railroad Company:

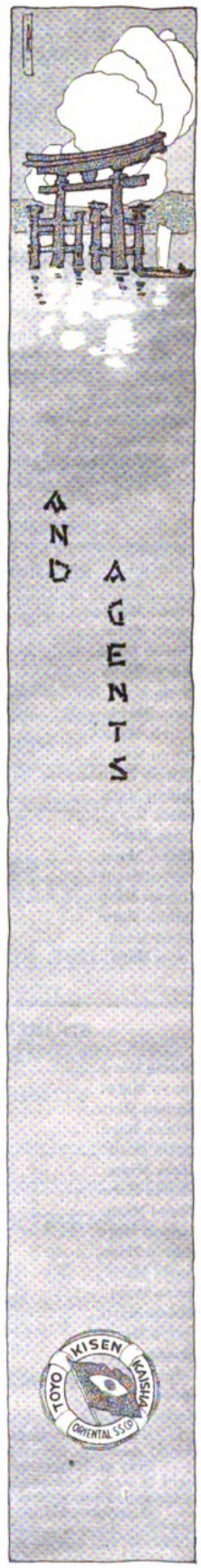
Chicago....J. E. Courtney, G. A., 234 So. Clark St.
C. A. Torrence, Foreign Freight Agt., 169 Jackson Boulevard.
New York..R. C. Nichol, G. A., 1842 Woolworth Bldg., 233 Broadway.
St. Louis...J. L. Hohl, G. A., 826 Pierce Bldg.

NOTE.—All offices of the principal railways in the United States; also all the offices of **Messrs. Thomas Cook & Son, in all parts of the world,** will quote rates and furnish tickets.

HEAD OFFICE: Tokyo, Japan

GENERAL OFFICES FOR THE UNITED STATES:
Merchants National Bank Bldg., 625 Market St., San Francisco

W. H. AVERY, Asst. Gen. Manager **A. O. NELSON, General Passenger Agent**



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JAPAN

FARES FROM SAN FRANCISCO TO (Subject to change without notice)	FIRST CLASS				
	Applying by Steamers SHINYO MARU TENYO MARU KOREA MARU SIBERIA MARU			Applying by Steamers NIPPON MARU PERSIA MARU	
	Single Trip	12 Mos. Round Trip	Mis-sion-aries	Single Trip	12 Mos. Round Trip
YOKOHAMA, JAPAN	$200.00	$350.00	$175.00	$150.00	$262.50
KOBE, "	207.50	363.15	181.60	157.50	275.65
NAGASAKI, "	222.50	389.40	194.70	171.00	299.25
SHANGHAI, CHINA	225.00	393.75	196.90	175.00	306.25
††MANILA, P. I.	250.00	437.50	218.75	195.00	341.25
HONG KONG	250.00	437.50	218.75	195.00	341.25
FROM HONOLULU TO—					
YOKOHAMA, JAPAN	150.00	262.50	131.25	135.00	236.25
KOBE, "	157.50	275.65	137.85	142.50	249.40
NAGASAKI, "	171.00	299.25	149.65	156.00	273.00
SHANGHAI, CHINA	175.00	306.25	153.15	160.00	280.00
††MANILA, P.I.	200.00	350.00	175.00	180.00	315.00
HONGKONG	200.00	350.00	175.00	180.00	315.00

SAILING SCHEDULE 1917-18

(Subject to change without notice.)

OUTWARD

STEAMER	Voy. No.	Leave San Fran.	Leave Honolulu	Arrive Yoko-hama	Leave Kobe	Leave Naga-saki	Leave Shang-hai	Leave Manila	Arrive Hong-kong
Siberia Maru	5	June 16	June 22	July 3	July 9	July 11		July 17	July 19
Tenyo Maru	45	June 30	July 6	July 17	July 23	July 25		July 31	Aug. 2
Nippon Maru	79	July 18	July 26	Aug. 7	Aug. 12	Aug. 14			Aug. 18
Shinyo Maru	30	July 28	Aug. 3	Aug. 14	Aug. 20	Aug. 22		Aug. 28	Aug. 30
Persia Maru	10	Aug. 10	Aug. 18	Aug. 31	Sept. 5	Sept. 7			Sept. 11
Korea Maru	5	Aug. 22	Aug. 28	Sept. 8	Sept. 13	Sept. 15	Sept. 17		Sept. 20
Siberia Maru	6	Sept. 1	Sept. 7	Sept. 18	Sept. 23	Sept. 25	Sept. 27		Sept. 30
Tenyo Maru	46	Sept. 15	Sept. 21	Oct. 2	Oct. 8	Oct. 10		Oct. 16	Oct. 18
Nippon Maru	80	Sept. 29	Oct. 7	Oct. 19	Oct. 24	Oct. 26			Oct. 30
Shinyo Maru	31	Oct. 13	Oct. 19	Oct. 30	Nov. 5	Nov. 7		Nov. 13	Nov. 15
Persia Maru	11	Oct. 29	Nov. 6	Nov. 19	Nov. 24	Nov. 26			Nov. 30
Korea Maru	6	Nov. 9	Nov. 15	Nov. 26	Dec. 2	Dec. 4		Dec. 10	Dec. 12
Siberia Maru	7	Nov. 20	Nov. 26	Dec. 7	Dec. 13	Dec. 15		Dec. 21	Dec. 23
Tenyo Maru	47	Nov. 30	Dec. 6	Dec. 17	Dec. 23	Dec. 25		Dec. 31	Jan. 2
Nippon Maru	81	Dec. 15	Dec. 23	Jan. 4	Jan. 9	Jan. 11			Jan. 15
Shinyo Maru	32	Dec. 28	Jan. 3	Jan. 14	Jan. 20	Jan. 22		Jan. 28	Jan. 30
Persia Maru	12	Jan. 12	Jan. 20	Feb. 2	Feb. 7	Feb. 9			Feb. 13
Korea Maru	7	Jan. 23	Jan. 29	Feb. 9	Feb. 15	Feb. 17		Feb. 23	Feb. 25

HOMEWARD

STEAMER	Voy. No.	Leave Hong-kong	Leave Shang-hai	Leave Naga-saki	Leave Kobe	Leave Shim-idzu	Leave Yoko-hama	Leave Hono-lulu	Arrive San Fran.
Siberia Maru	5	July 27	July 30	Aug. 1	Aug. 3	Aug. 4	Aug. 7	Aug. 17	Aug. 23
Tenyo Maru	45	Aug. 10	Aug. 13	Aug. 15	Aug. 17	Aug. 18	Aug. 21	Aug. 31	Sept. 6
Nippon Maru	79	Aug. 25		Aug. 29	Aug. 31		Sept. 3	Sept. 14	Sept. 21
Shinyo Maru	30	Sept. 7	Sept. 10	Sept. 12	Sept. 14	Sept. 15	Sept. 18	Sept. 28	Oct. 4
Persia Maru	10	Sept. 22		Sept. 26	Sept. 28		Oct. 1	Oct. 13	Oct. 20
Korea Maru	5	Oct. 5	Oct. 8	Oct. 10	Oct. 12		Oct. 15	Oct. 25	Oct. 31
Siberia Maru	6	Oct. 15	Oct. 18	Oct. 20	Oct. 22		Oct. 25	Nov. 4	Nov. 10
Tenyo Maru	46	Oct. 26	Oct. 29	Oct. 31	Nov. 2		Nov. 5	Nov. 15	Nov. 21
Nippon Maru	80	Nov. 10		Nov. 15	Nov. 17		Nov. 20	Dec. 1	Dec. 8
Shinyo Maru	31	Nov. 23	Nov. 26	Nov. 28	Nov. 30		Dec. 3	Dec. 13	Dec. 19
Persia Maru	11	Dec. 7		Dec. 12	Dec. 14		Dec. 17	Dec. 29	Jan. 5
Korea Maru	6	Dec. 19	Dec. 22	Dec. 24	Dec. 26		Dec. 29	Jan. 8	Jan. 14
Siberia Maru	7	Dec. 31	Jan. 3	Jan. 5	Jan. 7		Jan. 10	Jan. 20	Jan. 26
Tenyo Maru	47	Jan. 11	Jan. 14	Jan. 16	Jan. 18		Jan. 21	Jan. 31	Feb. 6
Nippon Maru	81	Jan. 23		Jan. 28	Jan. 30		Feb. 2	Feb. 13	Feb. 20
Shinyo Maru	32	Feb. 6	Feb. 9	Feb. 11	Feb. 13		Feb. 16	Feb. 26	Mar. 4
Persia Maru	12	Feb. 22		Feb. 27	Mar. 1		Mar. 4	Mar. 16	Mar. 23
Korea Maru	7	Mar. 6	Mar. 9	Mar. 11	Mar. 13		Mar. 16	Mar. 26	Apr. 1

NOTE—The dates of departure, as above given, are sometimes changed through unavoidable circumstances. Passengers should ascertain from the Company's Agents at their port of embarkation the exact date of departure.

Stay of Steamers—The stay of steamers at intermediate ports of call is about as follows: Honolulu 12 hours, Yokohama outward 72 hours, homeward 48 hours, Kobe outward 24 to 48 hours, homeward 12 hours; Nagasaki 12 hours, Shanghai 12 hours, Manila 48 hours. These figures are approximate and subject to change as the requirements of schedule may demand.

Honolulu—Under the United States Coastwise Shipping Laws only vessels flying the American flag can carry local traffic to and from Honolulu, and the steamers of the Toyo Kisen Kaisha being of foreign registry, cannot carry local passengers to and from Honolulu, but passengers holding through tickets beyond Honolulu are allowed to be carried by these steamers and, if the class of transportation held by them permits of lay-overs, they can remain at Honolulu for a period not exceeding thirty (30) days.

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JAPAN has frequently been asked to publish railroad time tables for the information of its readers, but owing to the fact that railroad time tables are subject to change without notice, has found it impracticable to do so. The best way for any one interested in the arrival and departure of any train or boat is to get in direct connection with the offices of that company.

In the following directory will be found the correct address, telephone number and name of the general agent of the leading railroad and steamship offices in San Francisco, who will be glad to furnish any information desired about the movement of trains or ships:

Atchison, Topeka & Santa Fe Ry.—Ticket Office, Executive and General Offices, Santa Fe Building, S. W. cor. Market and Second Sts. James B. Duffy, Genl. Agt. Phone Sutter 7600.

Amador Central R. R.—Office 709 Balboa Bldg. Phone Sutter 2713.

Big Four Ry.—Office Monadnock Bldg. Phone Sutter 3264. T. F. Hartnett, Pacific Coast Agent.

Baltimore & Ohio R. R.—Office 643 Market St., Palace Hotel. Phone Kearny 2138. H. C. Piculell, Pacific Coast Agent.

Canadian Pacific Ry.—Office 645 Market St., Palace Hotel. Phone Sutter 1585. F. L. Nason, General Agent Passenger Department.

Canadian Northern Ry.—Office 516 Santa Marina Building. Wm. F. Barry, General Agent. Phone Sutter 4857.

Colorado Midland Ry.—Office Monadnock Bldg. Phone Sutter 2035. C. L. Brown, General Agent.

Cleveland, Cincinnati, Chicago & St. Louis Ry.—Office Monadnock Bldg. Phone Sutter 3264. T. F. Hartnett, Genl. Agt.

California Central R. R.—Office Crocker Bldg. Phone Sutter 544. P. F. Unger, General Agent.

Chesapeake & Ohio Ry.—Office Hearst Bldg. Phone Kearny 5913. William H. Louis, General Agent.

Chicago & Eastern Illinois R. R.—Office Monadnock Bldg. Phone Sutter 1758. Chas. Hall, General Agent.

Chicago & Alton R. R.—Office Sheldon Bldg. Phone Sutter 1099. L. J. Comstock, T. P. & F. A.

Chicago, Burlington & Quincy R. R.—Office 685 Market Street. Phone Kearny 3669. H. H. Swearinger, General Agent.

Colorado & Southern R. R.—Office 685 Market Street. Phone Kearny 3669. H. H. Swearinger, General Agent.

Chicago, Rock Island & Pacific Ry.—Office 691 Market Street. Phone Sutter 817. F. W. Thompson, General Agent.

Chicago, Milwaukee & St. Paul Ry.—Office Chronicle Building. Phone Sutter 3220. Charles H. Miles, Dist. Passenger Agent.

Chicago Great Western Ry.—Office 201 Monadnock Bldg. Phone Kearny 2589. J. H. Lyman, General Agent.

Chicago & Northwestern Ry.—Office 675 Market Street. Phone Kearny 3735. R. R. Ritchie, General Agent Pacific Coast.

Cook, Thomas & Sons (Cook's Tours)—Office 689 Market Street. Phone Kearny 3512. Charles A. Stokes, Agent.

Delaware, Lackawanna & Western R. R. Co.—Office 461 Market Street. Phone Douglas 3464. H. A. Jarman, General Agent.

Denver & Rio Grande System—Office 655 Market Street, Palace Hotel. Phone Sutter 1651. R. V. Crowder, General Agent.

Empire Line—Office 521 Monadnock Bldg. Phone Sutter 1373. F. H. Madison, General Agent.

El Paso & Southwestern Ry.—Office Monadnock Bldg. Phone Kearny 626. F. B. Winship, General Agent.

(Continued on page 75)

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Directory of Railroad Offices in San Francisco.

(Continued from page 72)

Erie R. R. Company—Office Phelan Bldg. Phone Kearny 2686. E. A. Scneff, General Agent.
Frisco Lines—Office Monadnock Bldg. Phone Sutter 1758. Charles Hall, General Western Agent.
Great Northern Ry.—Office 657 Market St., Palace Hotel. Phone Kearny 2148. G. W. Colby, General Agent.
Grand Trunk Ry. System—Office 687 Market Street. Phone Kearny 1603. Frank W. Hopper, General Agent.
Gulf Coast Lines—Office 213 Hearst Building. C. F. Norton, Commercial Agent. Phone Kearny 4910.
Illinois Central R. R.—Office Crocker Bldg. Phone Kearny 1131. C. Haydock, General Agent.
Kansas City, Mexico & Orient R. R.—Office Hearst Bldg. Phone Sutter 1108. J. R. Holcomb, General Agent.
Kansas City Southern R. R.—Office Sheldon Bldg. Phone Sutter 135. M. S. Smith, General Agent.
Key Route—City Ticket Office and Information Bureau, Ferry Bldg. Phone Sutter 2339.
Lake Tahoe & Truckee Ry. and Transportation Co.—Rialto Bldg., Mission and New Montgomery Sts. Phone Sutter 5818.
Lehigh Valley Ry.—Office Monadnock Bldg. Phone Sutter 6050. H. C. Ewing, General Agent.
McCloud River R. R.—Office Flood Bldg. Phone Kearny 3289. D. M. Swobe, General Agent.
Minneapolis & St. Louis Ry.—Office Monadnock Bldg. Phone Sutter 1127. E. L. Jones, General Agent.
Mt. Tamalpais Scenic R. R.—Office 209 Pacific Bldg. A. G. Ingram, Passenger Agent. Phone Sutter 5190.
Missouri, Kansas & Texas Ry.—Office Hearst Bldg. Phone Kearny 5913. Joseph McIlroy, General Agent.
Missouri Pacific Ry.—Office 665 Market Street, Palace Hotel. Phone Sutter 1651. A. R. Malcolm, General Agent.
New York, Chicago & St. Louis R. R. (Nickel Plate R. R.)—Office Hearst Bldg. Phone Kearny 5913. Jay W. Adams, Pacific Coast Agent.
Northwestern Pacific Ry.—Office Phelan Bldg. Phone Garfield 2530. J. J. Geary, General Freight and Passenger Agent.
New York Central Lines—Office 689 Market Street. Phone Kearny 3240. Carlton C. Crane, General Agent Passenger Department.
Northern Pacific Ry.—Office 685 Market St. Phone Kearny 1873. T. K. Stateler, General Agent Passenger Department.
Ocean Shore R. R.—General Office 52 Eleventh Street. Phone Market 46. I. N. Randall, General Manager. City Ticket Office, Twelfth and Mission Streets. Phone Market 46.
Pere Marquette R. R.—Office Sheldon Building. Phone Sutter 135. W. E. Andrews, Commercial Agent.
Pennsylvania R. R. System—Office 22 New Montgomery. Phone Douglas 91. H. A. Buck, General Agent.
Raymond Whitcomb Tours—Office Monadnock Bldg. Phone Kearny 3269. F. E. Ayer, Pacific Coast Agent.
Roscoe Snyder & Pacific Ry.—Office Monadnock Bldg. Phone Kearny 3224. R. C. Melvin, General Agent.
Southern Railway—Office Sheldon Bldg. Phone Douglas 5464. J. M. Harrison, General Agent.
St. Louis, Iron Mountain & Southern Ry.—Office 665 Market Street. Phone Sutter 1651. A. R. Malcolm, General Agent.
St. Louis Southwestern Ry.—Office 507 Postal Telegraph Bldg. Phone Sutter 1065. H. P. Door, General Agent.
St. Louis & San Francisco R. R.—Office Monadnock Bldg. Phone Sutter 1758. C. Hall, General Agent.
Southern Pacific Company—Offices Market and Powell Streets, Flood Bldg. H. G. Prewtress, District Passenger Agent. Market and New Montgomery Streets, Palace Hotel, Charles Foy, Agent. Phone Sutter 6300.
Los Angeles & Salt Lake R. R. (Salt Lake Route)—Office 643 Market St., Palace Hotel. Phone Douglas 3614. L. A. Casey, General Agent.
Sunset Route—Office General Agent, Passenger Department, Flood Bldg. Phone Sutter 980. Phil K. Gordon, Genl. Agt.
Texas & Pacific Ry.—Office 506 Postal Telegraph Building. Phone Sutter 978. S. C. Nash, Pacific Coast Agent.
Tonopah & Goldfield Ry.—Office Sheldon Bldg. Phone Sutter 135.
Tonopah & Tidewater R. R.—Office Monadnock Bldg. Phone Sutter 1127. W. B. Hinchman, General Agent.
Toledo, St. Louis & Western R. R.—Office 681 Market Street. Phone Kearny 3224. G. L. Townsley, General Agent.
Union Pacific System—Office 673 Market. Phone Sutter 2940. S. F. Booth, General Agent.
Wabash R. R.—Office Monadnock Bldg. Phone Kearny 645. W. M. Price, General Agent.
Western Pacific R. R.—Office 665 Market St., Palace Hotel. Phone Sutter 1651. R. V. Crowder, General Agent.
Washington Sunset—Office Hearst Bldg. Phone Kearny 2507. J. N. Harrison, Pacific Coast Agent.

STEAMSHIP OFFICES IN SAN FRANCISCO.

Admiral Line—Office 112 Market St. Phone Sutter 7800. (See Pacific S. S. Co.)
American Line to Southampton and Liverpool—Office 319 Geary Street. Phone Garfield 1955. T. H. Larke, General Agent.
American Mexican Steamship Co. & Trading Company—Office 149 California Street. Phone Sutter 5018.
Arrow Line—430 Sansome Street. Phone Kearny 2600. Swayne & Hoyte, Managers.
Atlantic Transport Company—Office 319 Geary Street. Phone Garfield 1955. T. H. Larke, General Agent.

(Continued on page 77)

Who's Who in International Trade Circles.

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Bank Line Transport and Trading Co.—Mills Building. Phone Sutter 1400.
Blue Funnel Line—Office 160 California St. Phone Sutter 4201. J. P. Dowling, Passenger Agent.
Boston-Pacific Line—Office 230 California Street. Phone Douglas 3100.
China Mail Steamship Company—416 Montgomery Street. Phone Kearny 304. H. N. Thomas, General Passenger Agent.
California South Sea Navigation Co.—Office Call Bldg. Phone Douglas 2118. R. J. Trodden, Passenger Agent.
California Transportation Company (Steamers to Sacramento and Stockton)—Office Jackson Street Pier. Phone Douglas 766.
California Navigation & Improvement Co.—Office Washington Street Wharf. Phone Kearny 442. C. D. Clarke, Genl. Mgr.
Compagnie General Transatlantique—Office 601 Market St. Phone Sutter 7600. James B. Duffy, Cabin Agent.
Cunard Steamship Line—Office 501 Market St. Phone Sutter 6720.
Dominion Line (Montreal and Portland, Me., to Liverpool)—319 Geary Street. Phone Garfield 1955. T. H. Larke, General Agent.
Emerald Line—Pier 17. Douglas 2000.
French Line—James B. Duffy, Cabin Agent. 601 Market Street. Phone Sutter 7600.
Great Northern Pacific S. S. Line—Office 665 Market Street, Palace Hotel. Phone Sutter 1416. A. B. C. Dennison, Asst. General Passenger Agent.
Gulf Mail S. S. Co.—1 Drumm Street. Phone Sutter 3066.
Holland American Line (New York, Rotterdam and Boulogne)—319 Geary Street. Phone Garfield 1955. T. H. Larke, General Agent.
Hamburg America Line—Office 200 Stockton Street. Phone Kearny 5200. A. Winkler, General Agent.
Harrison Direct Line—350 California St. Phone Sutter 6427.
International Mercantile Marine Company—Office 319 Geary Street. Phone Garfield 1955. T. H. Larke, General Agent.
Italian Steamship Lines—Office 34 Columbus Avenue. Phone Kearny 1923. Zappettini-Perasso Co., General Pacific Coast Agents.
Java-Pacific Line—Office 601 Market St. Phone Sutter 648.
Leyland Line (Boston to Liverpool)—Office 319 Geary Street. Phone Garfield 1955. T. H. Larke, General Agent.
Luckenbach S. S. Co.—Merchants Exchange Bldg. Phone Sutter 4160.
Monticello Steamship Company—Office north end Ferry Building. Phone Sutter 371.
Matson Navigation Company—Office 268 Market Street. Phone Garfield 2730. M. J. Lindsey, General Passenger Agent.
National Steamship Company—Office Crocker Bldg. Phone Sutter 6170.
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North German Lloyd Steamship Company—Office 250 Powell Street. Phone Kearny 4794. Robert Capelle, General Agent Pacific Coast.
Northern Navigation Company—Office 310 Sansome Street. Phone Kearny 3690. W. W. Kincaid, General Passenger Agent.
Norway Pacific—Merchants Exchange Building. Phone Sutter 5099.
Oceanic Steamship Company—Office 601 Market Street. Phone Sutter 648. L. F. Cockroft, General Passenger Agent.
Oriental S. S. Co.—625 Market St,, 4th floor. Phone Sutter 1874.
Osaka Shosen Kaisha—625 Market Street. Phone Sutter 1894.
Panama-Pacific Line—Office 319 Geary Street. Phone Garfield 1955. T. H. Larke, General Agent.
Pollard Steamship Company—Office 244 California Street. Phone Kearny 123. Sol Davis, Passenger Agent.
Pacific Steamship Company—Office 653 Market Street. General office 112 Market Street. E. G. McMicken, General Passenger Agent. Phone Kearny 492.
Pacific Mail Steamship Company—Office 508 California Street. W. A. Young, Jr., General Passenger Agent. Phone Sutter 7480.
Russian-American Line—Office 250 Market Street. Phone Douglas 1782. F. J. Rennie, Passenger Agent.
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Royal Mail Steam Packet Co.—Office 689 Market Street. Phone Kearny 3512. Thomas Cook & Son, General Passenger Agents for Pacific Coast. Charles E. Stokes, Pacific Coast Agents.
Scandinavian-American Line—Office 250 Market Street. Phone Douglas 1782. J. F. Rennie, Passenger Agent.
Sudden & Christiansen—Office 110 Market Street. Phone Kearny 4895. Capt. I. N. Hibbard, General Manager.
Southern Pacific Atlantic Steamship Line—Sunset Route. Flood Bldg. Phone Sutter 980. P. K. Gordon, Genl. Agt.
San Francisco & Portland S. S. Co.—Office 679 Market Street. Phone Sutter 2344.
Toyo Kisen Kaisha (Oriental Steamship Co.)—625 Market Street. Entire Fourth Floor. Arthur O. Nelson, General Passenger Agent. Phone Sutter 1894.
Union Steamship Co. of New Zealand, Ltd.—Office 230 California St. Phone Douglas 3100. Hind, Rolph & Co., General Agents.
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(Continued from page 44)

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Galveston, Texas—Important shipping point on the Gulf of Mexico. One of the largest cotton export points in America. Has a fine harbor and is also noted as a winter resort. Reached by Southern Pacific and Santa Fe railroads.

New Orleans—One of the historic cities of America, situated on the Mississippi not far from the mouth. An immense shipping point, being the greatest cotton center in the world. Engraving depicts a river steamer loading cotton. On line of Southern Pacific and Santa Fe railroads.

Detroit, Michigan—The world's greatest automobile manufacturing center. Illustration depicts one of the great automobile plants, where Studebaker cars are made.

Pittsburg, Pa.—Everybody knows that Pittsburg is the steel center of the world. Illustration depicts part of the mills

Washington, D. C.—Capital of the United States. Illustration depicts capitol building there.

Niagara Falls—One of the great wonders of the world, of which every traveler has heard.

Philadelphia—Interesting city famous for its great industries and shipping. One of the historic cities of America.

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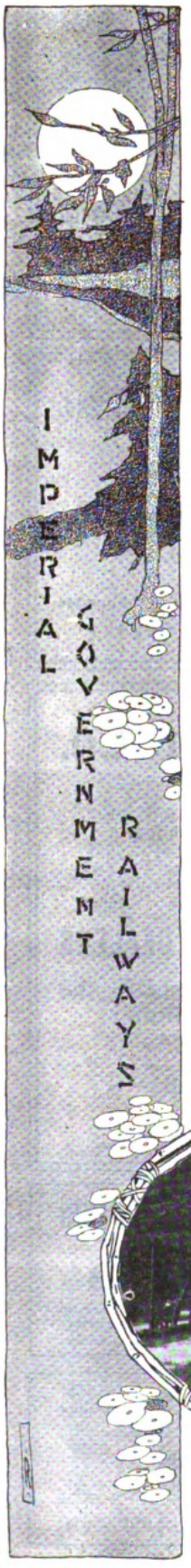
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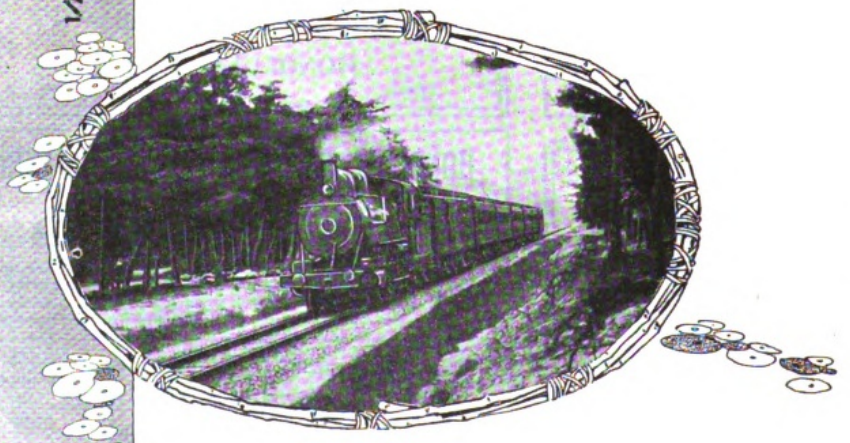
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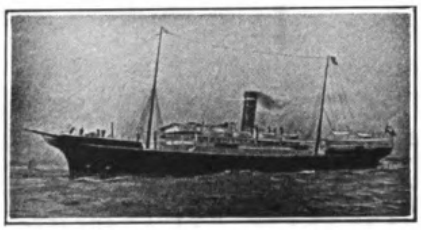
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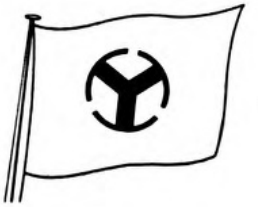
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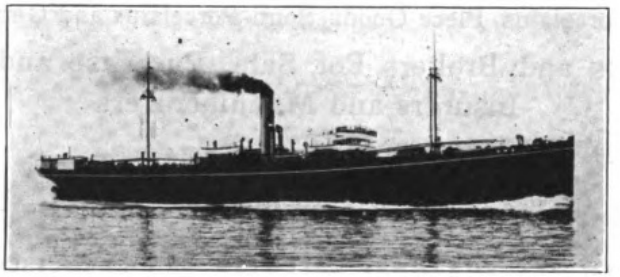
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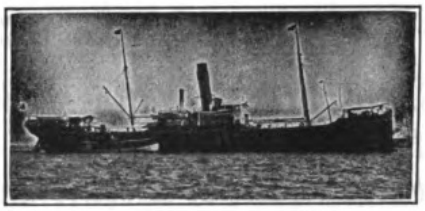
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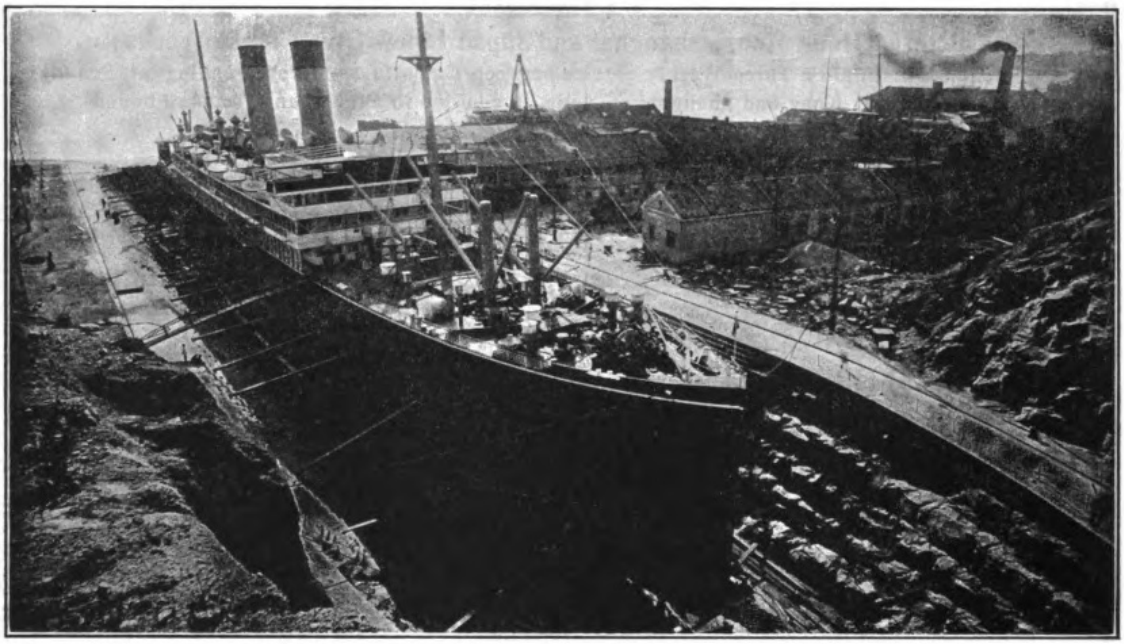
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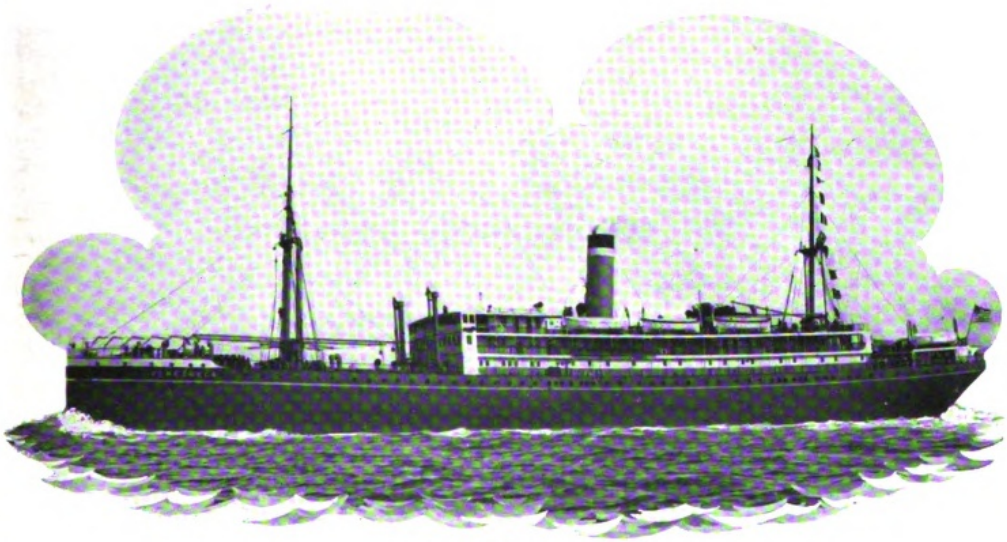
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